The Road Inventory of Deer Flat National Wildlife Refuge

Nampa, ID

Prepared By:
Federal Highway Administration
Central Federal Lands Highway Division
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INTRODUCTION

The Transportation Equity Act for the 21st Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

(a) Maintenance and improvements of refuge roads.
(b) Maintenance and improvements of:
    (1) Adjacent vehicle parking areas
    (2) Provision for pedestrians and bicycles and
    (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
(c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

(a) The comprehensive conservation plan for each refuge;
(b) The need for access as identified through land use planning; and
(c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22nd Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

Deer Flat NWR - 14560
Summaries

Route Miles and Percentages by Functional Class and Condition

Condition Rating (Based on RSL)*

F. C.	Excellent MILES	Excellent %	Good MILES	Good %	Fair MILES	Fair %	Poor MILES	Poor %	Failed MILES	Failed %	TOTAL MILES
I	0.78	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.78
II	0.00	0.0%	0.47	72.3%	0.18	27.7%	0.00	0.0%	0.00	0.0%	0.65
III	0.00	0.0%	0.39	35.1%	0.72	64.9%	0.00	0.0%	0.00	0.0%	1.11
IV	0.22	71.0%	0.09	29.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.31
V	0.00	0.0%	10.03	92.9%	0.77	7.1%	0.00	0.0%	0.00	0.0%	10.80
Totals	**1.00**	**7.3%**	**10.98**	**80.4%**	**1.67**	**12.2%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**13.65**

*For a description of condition ratings for the various surface types see the Appendix.

Route Miles and Percentages by Surface Type and Condition

Paved Condition Rating [Condition(RSL)]

Surface	Excellent MILES	Excellent %	Good MILES	Good %	Fair MILES	Fair %	Poor MILES	Poor %	Failed MILES	Failed %	TOTAL MILES
AS	0.78	81.3%	0.00	0.0%	0.18	18.8%	0.00	0.0%	0.00	0.0%	0.96
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	**0.78**	**81.3%**	**0.00**	**0.0%**	**0.18**	**18.8%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.96**

Unpaved Condition Rating [Condition(RSL)]

Surface	Excellent MILES	Excellent %	Good MILES	Good %	Fair MILES	Fair %	Poor MILES	Poor %	Failed MILES	Failed %	TOTAL MILES
GR	0.22	2.5%	8.42	97.5%	0.00	0.0%	0.00	0.0%	0.00	0.0%	8.64
NA	0.00	0.0%	2.56	63.2%	1.49	36.8%	0.00	0.0%	0.00	0.0%	4.05
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.22	**1.7%**	10.98	**86.5%**	1.49	**11.7%**	0.00	**0.0%**	0.00	**0.0%**	**12.69**

Square Footage (Parking Areas)

Condition Rating

Surface	Excellent SQ FT	Excellent %	Good SQ FT	Good %	Fair SQ FT	Fair %	Poor SQ FT	Poor %	Failed SQ FT	Failed %	Total SQ FT
AS	101,206	25.4%	26,290	6.6%	203,715	51.1%	67,454	16.9%	0	0.0%	398,665
CO	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
GR	0	0.0%	47,675	71.4%	19,106	28.6%	0	0.0%	0	0.0%	66,781
NA	0	0.0%	35,557	100.0%	0	0.0%	0	0.0%	0	0.0%	35,557
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	**101,206**	**20.2%**	**109,522**	**21.9%**	**222,821**	**44.5%**	**67,454**	**13.5%**	**0**	**0.0%**	**501,003**

Deer Flat NWR - 14560
Summaries

Route Miles and Percentages by Use Type and Condition

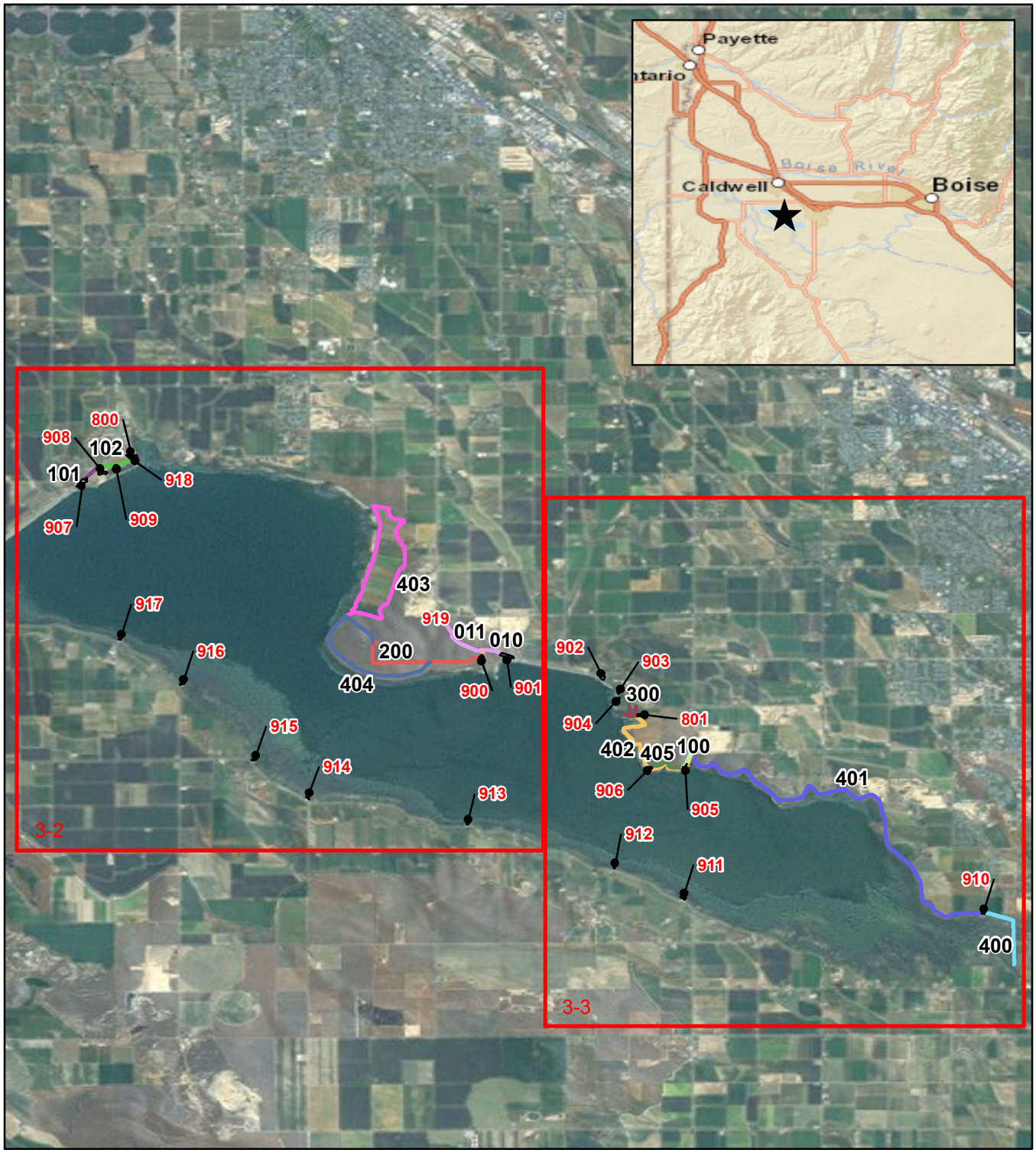
Road Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
Public (FC I-III)	0.78	30.7%	0.86	33.9%	0.90	35.4%	0.00	0.0%	0.00	0.0%	2.54
Admin (FC IV-V)	0.22	2.0%	10.12	91.1%	0.77	6.9%	0.00	0.0%	0.00	0.0%	11.11
Totals	**1.00**	**7.3%**	**10.98**	**80.4%**	**1.67**	**12.2%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**13.65**

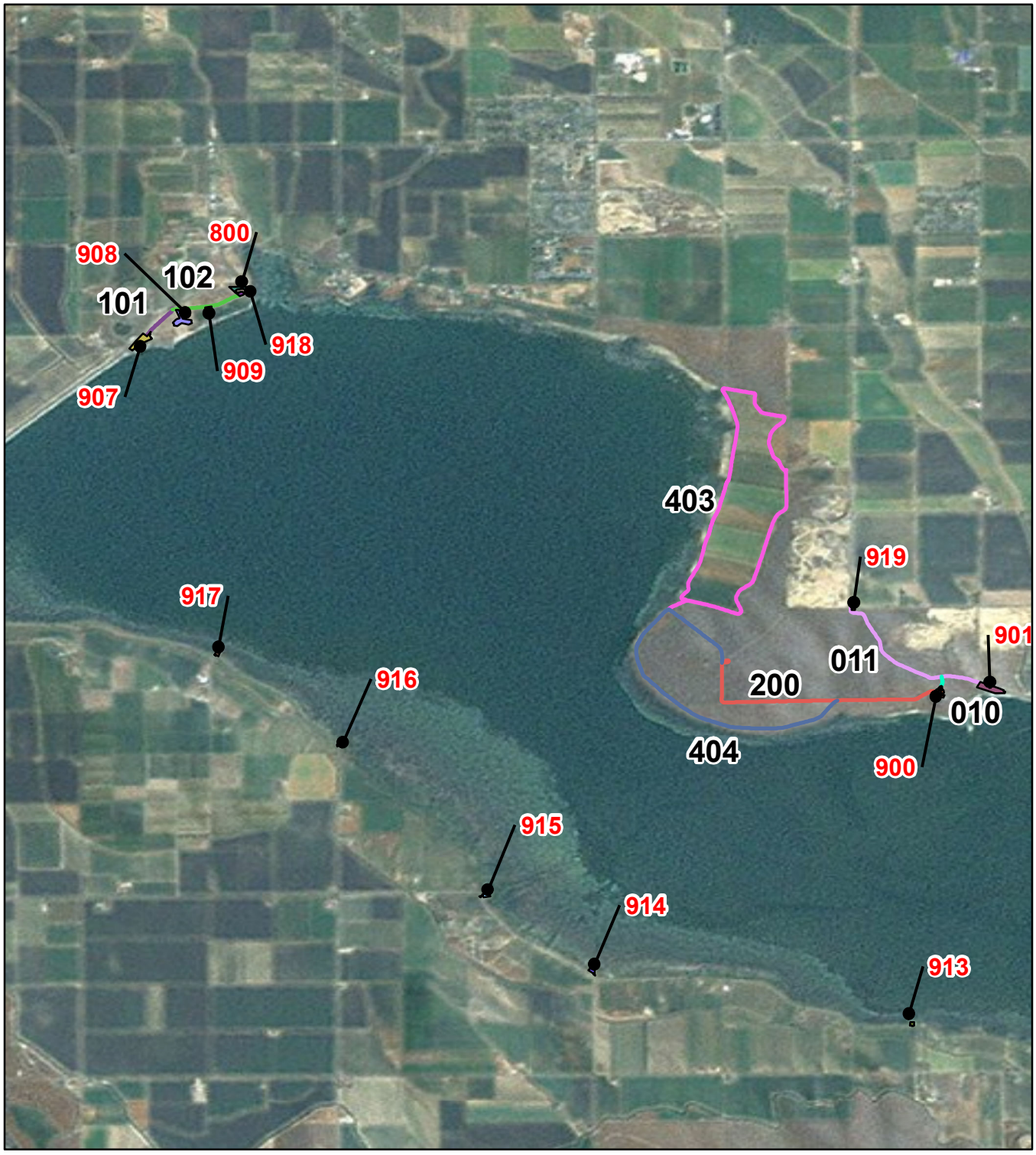
Parking Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		Total
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft
Public	101206	23.3%	42668	9.8%	222821	51.3%	67454	15.5%	0	0.0%	434,149
Admin	0	0.0%	66854	100.0%	0	0.0%	0	0.0%	0	0.0%	66,854
Totals	**101,206**	**20.2%**	**109,522**	**21.9%**	**222,821**	**44.5%**	**67,454**	**13.5%**	**0**	**0.0%**	**501,003**

Deer Flat National Wildlife Refuge
ROUTE LOCATION MAP



Deer Flat National Wildlife Refuge
ROUTE LOCATION MAP



Deer Flat National Wildlife Refuge
ROUTE LOCATION MAP

Deer Flat NWR - 14560
Route Identification List

Shading Color Key:

White = Paved Routes
Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
010	10045346	Entrance Road	0.05	From Upper Embankment Road (Route 011) to Visitor Center Parking (Route 900)	0.05	-	2	1
011	10061649	Upper Embankment Road	0.73	From Indiana Road to Upper Dam West Parking (Route 901)	0.73	-	2	1
100	10045323	Gott's Point Road	0.19	From Greenhurst Road to Gott's Point Service Road (Route 405)	-	0.19	2	2
101	10050907	Lower Dam Boat Ramp Access Road	0.18	From Riverside Road to Lower Dam Boat Ramp Parking (Route 907)	0.18	-	2	2
102	10050908	Lower Dam Youth Camp Access Road	0.28	From Lower Dam Boat Ramp Access Road (Route 101) to Environmental Education Parking (Route 918)	-	0.28	2	2
200	10065135	Obsevation Hill Trail Road	1.11	From Visitor Center Parking (Route 900) to observation point	-	1.11	1	3
300	10045323	Shop Access Road	0.31	From Iowa Avenue to Iowa Avenue	-	0.31	2	4
400	-	East Dike Administrative Road	0.71	From Tio Lane Parking (Route 910) to end of route	-	0.71	1	5
401	10005316	Kingfisher Trail Administrative Road	3.75	From Tio Lane Parking (Route 910) to Patrol Road (Route 402)	-	3.75	1	5
402	10005316	Patrol Road	1.35	From Gott's Point Road (Route 100) to Shop Access Road (Route 300)	-	1.35	1	5
403	10005316	Field 5 Access Road	2.99	From Observation Hill Trail Access Road (Route 404) to end of loop	-	2.99	1	5
404	10005316	Observation Hill Trail Access Road	1.69	From Observation Hill Trail Road (Route 200) to Ovservation Hill Trail Road (Route 200)	-	1.69	1	5
405	10045323	Gott's Point Service Road	0.31	From Gott's Point Road (Route 100) to Gott's Point Parking #2 (Route 906)	-	0.31	1	5

Deer Flat NWR - 14560

Route Identification List (Parking)

Shading Color Key:

White = Paved Routes
Green = Unpaved Routes

Route #	Asset Number	ROUTE NAME	Area (Sq Ft)	ROUTE DESCRIPTION	Surface Type
800	-	Environmental Education Rear Parking	35,557	From Environmental Education Parking (Route 918)	Native
801	10053584	Shop Parking	31,297	From Shop Access Road (Route 300)	Gravel
900	10042373	Visitor Center Parking	23,774	From Entrance Road (Route 010)	Asphalt
901	10042374	Upper Dam West Parking	84,804	From Upper Embankment Road (Route 011)	Asphalt
902	10042375	Upper Dam East Parking	31,077	From Lake Avenue	Asphalt
903	10042376	Iowa Ave Parking #1	4,445	From Iowa Avenue	Asphalt
904	10042377	Iowa Ave Parking #2	3,219	From Iowa Avenue	Asphalt
905	10042378	Gott's Point Parking #1	6,249	From Gott's Point Road (Route 100)	Gravel
906	10042379	Gott's Point Parking #2	12,857	From Gott's Point Service Road (Route 405)	Gravel
907	10005337	Lower Dam Boat Ramp Parking	75,936	From Lower Dam Boat Ramp Access Road (Route 101)	Asphalt
908	10005338	Lower Dam Beach Parking	67,454	From Lower Dam Youth Camp Access Road (Route 102)	Asphalt
909	10042380	Lower Dam Picnic Area Parking	3,143	From Lower Dam Youth Camp Access Road (Route 102)	Gravel
910	10050909	Tio Lane Parking	8,150	From Tio Lane	Asphalt
911	10005336	Lake Shore Drive Parking #1	23,071	From Lake Shore Drive	Asphalt
912	10005336	Lake Shore Drive Parking #2	8,383	From Lake Shore Drive	Asphalt
913	10005336	Lake Shore Drive Parking #3	9,069	From Lake Shore Drive	Asphalt
914	10005336	Lake Shore Drive Parking #4	15,523	From Lake Shore Drive	Asphalt
915	10005336	Lake Shore Drive Parking #5	14,130	From Lake Shore Drive	Asphalt
916	10005336	Lake Shore Drive Parking #6	11,384	From Lake Shore Drive	Asphalt
917	10005336	Lake Shore Drive Parking #7	11,898	From Lake Shore Drive	Asphalt
918	-	Environmental Education Parking	13,235	From Lower Dam Youth Camp Access Road (Route 102)	Gravel
919	-	Upper Entrance Parking	6,348	From Upper Embankment Road (Route 011)	Asphalt

CHANGES TO THE FISH AND WILDLIFE SERVICE ROAD INVENTORY REPORT

Deer Flat NWR

Routes added to previous inventory:		
Rte #	**Rte Name**	**Reason For Addition**
11	Upper Embankment Road	New Public Route
200	Observation Hill Trail Road	New Public Route
300	Shop Access Road	New Administrative Route
400	East Dike Administrative Road	New Administrative Route
401	Kingfisher Trail Administrative Road	New Administrative Route
402	Patrol Road	New Administrative Route
403	Field 5 Access Road	New Administrative Route
404	Observation Hill Trail Access Road	New Administrative Route
405	Gott's Point Service Road	New Administrative Route
800	Environmental Education Rear Parking	New Administrative Route
801	Shop Parking	New Administrative Route

Routes removed from previous inventory:		
Rte #	**Rte Name**	**Reason For Removal**

Routes modified from previous inventory:			
Rte #	**Rte Name**	**Type of Modification**	**Description of Modification**
10	Entrance Road	New Geometry	
100	Gott's Point Road	New Geometry	
900	Visitor Center Parking	New Geometry	
903	Iowa Ave Parking # 1	Surface Change	
904	Iowa Ave Parking # 2	Surface Change	
910	Tio Lane Parking	Surface Change	
911	Lake Shore Drive Parking # 1	Geometry and Surface Changed	
912	Lake Shore Drive Parking # 2	Geometry and Surface Changed	
913	Lake Shore Drive Parking # 3	Geometry and Surface Changed	
914	Lake Shore Drive Parking # 4	Geometry and Surface Changed	
915	Lake Shore Drive Parking # 5	Geometry and Surface Changed	
916	Lake Shore Drive Parking # 6	Geometry and Surface Changed	
917	Lake Shore Drive Parking # 7	Geometry and Surface Changed	

Comments:

Entrance Road

From Upper Embankment Road (Route 011) to Visitor Center Parking (Route 900)

Route Number: 010

Total Route Mileage: 0.05

Asset Number	10045346				
Section Number	001				
Section Length (miles)	0.05				
Inspection Date	03-12-2013				
Surface Type	Asphalt				
Number of Lanes	2				
Roadway Width (feet)	24				
Condition	Excellent				
Remaining Service Life (years)	20				
Estimated Cost to Repair	$0				
Current Replacement Value	$61,000				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Culvert	001-0.03						
Turnout/Parking	001-0.05						

Upper Embankment Road

From Indiana Road to Upper Dam West Parking (Route 901)

Route Number: 011

Total Route Mileage: 0.73

Asset Number	10061649				
Section Number	001				
Section Length (miles)	0.73				
Inspection Date	03-12-2013				
Surface Type	Asphalt				
Number of Lanes	2				
Roadway Width (feet)	24				
Condition	Excellent				
Remaining Service Life (years)	20				
Estimated Cost to Repair	$0				
Current Replacement Value	$890,800				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Turnout/Parking	001-0.01						
Gate	001-0.01						
Turnout/Parking	001-0.17						
Culvert	001-0.23						
Culvert	001-0.31						
Culvert	001-0.42						
Turnout/Parking	001-0.42						
Culvert	001-0.51						
Intersection	001-0.56						
Culvert	001-0.59						
Culvert	001-0.61						
Culvert	001-0.7						
Turnout/Parking	001-0.73						

Gott's Point Road

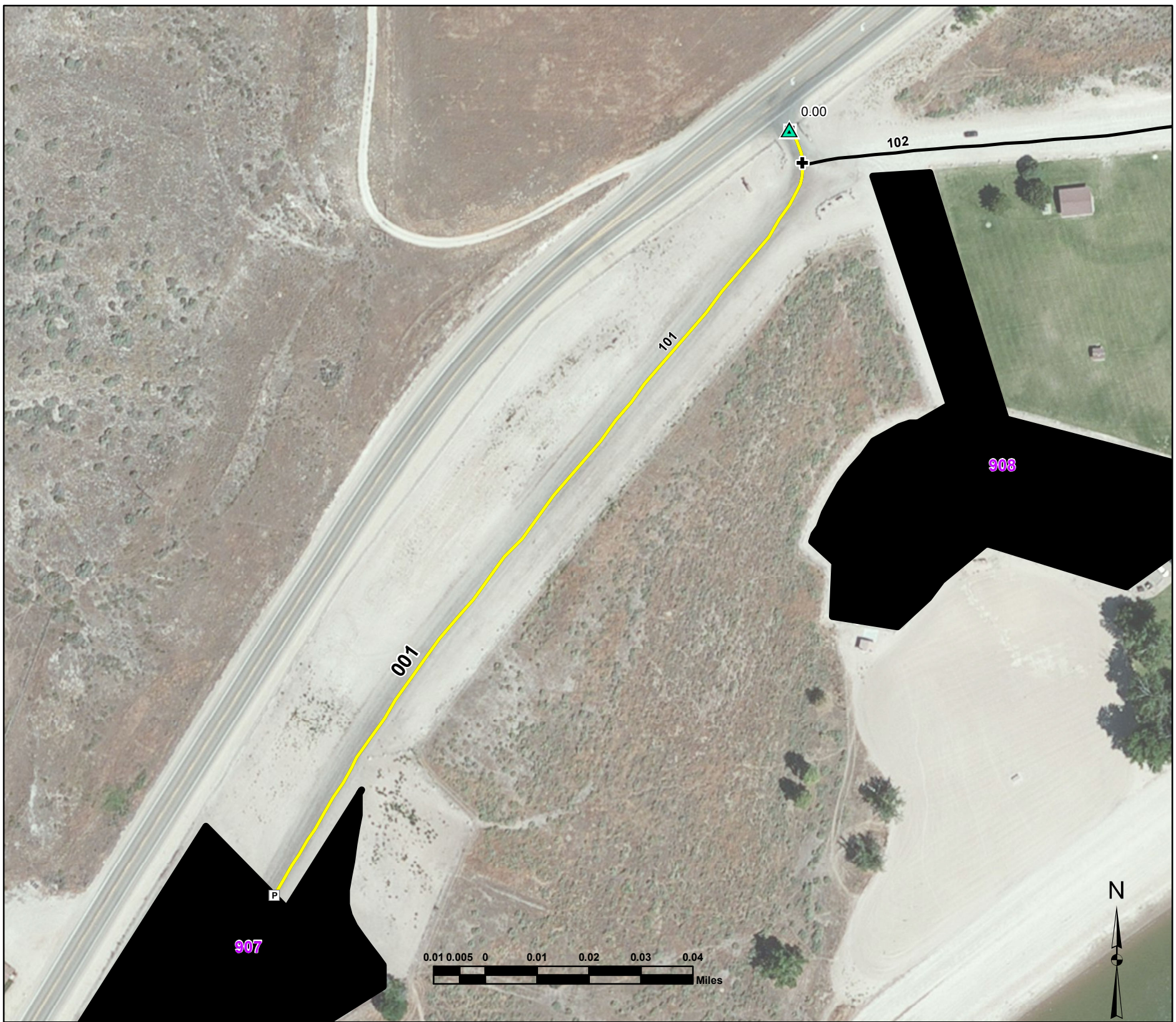
From Greenhurst Road to Gott's Point Service Road (Route 405)

Route Number: 100

Total Route Mileage: 0.19

Asset Number	10045323				
Section Number	001				
Section Length (miles)	0.19				
Inspection Date	03-12-2013				
Surface Type	Gravel				
Number of Lanes	2				
Roadway Width (feet)	18				
Condition	Good				
Remaining Service Life (years)	5				
Estimated Cost to Repair	$300				
Current Replacement Value	$133,600				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Turnout/Parking	001-0.0						
Gate	001-0.0						
Intersection	001-0.02						
Turnout/Parking	001-0.17						



Lower Dam Boat Ramp Access Road

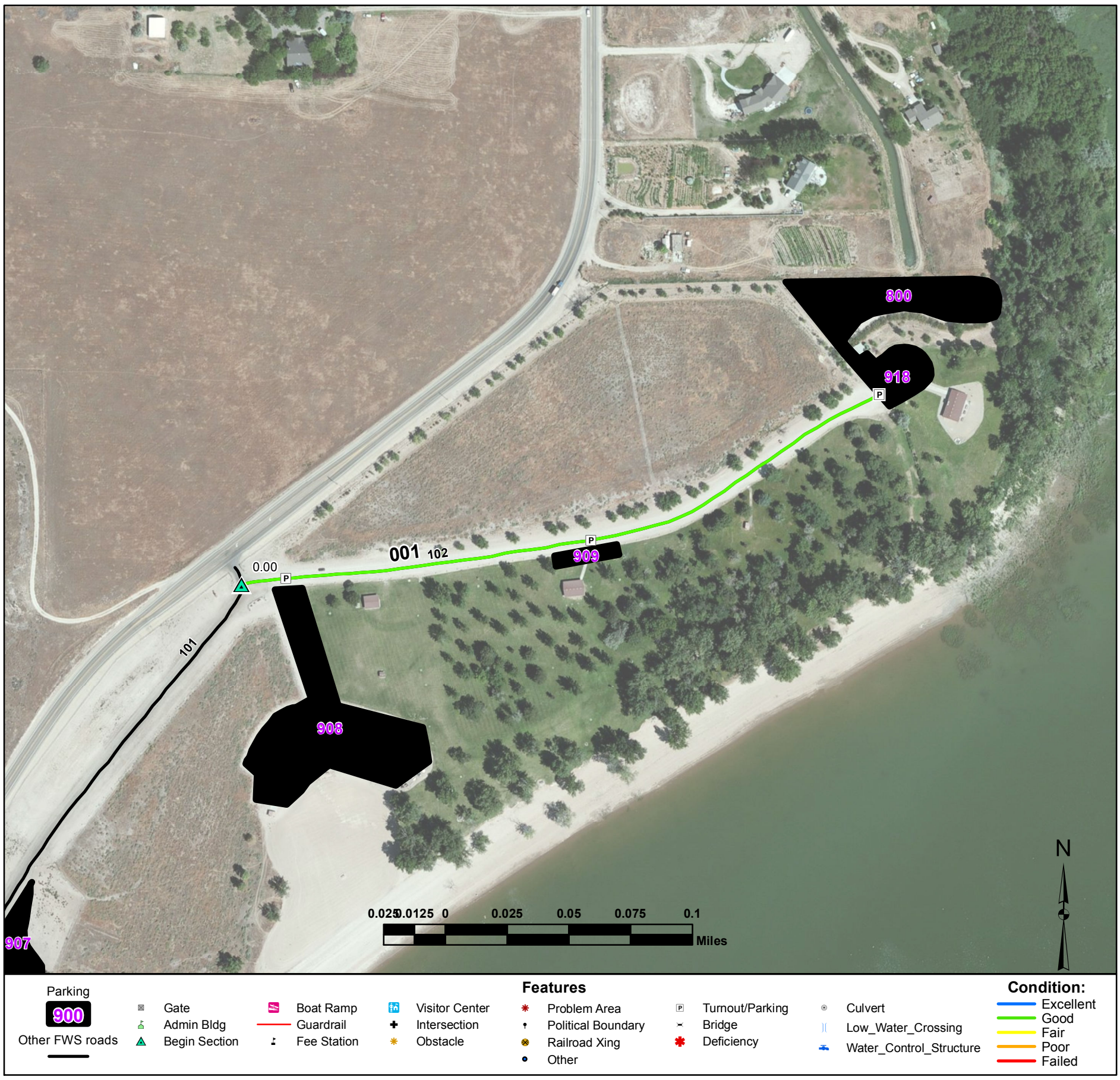
From Riverside Road to Lower Dam Boat Ramp Parking (Route 907)

Route Number: 101

Total Route Mileage: 0.18

Asset Number	10050907				
Section Number	001				
Section Length (miles)	0.18				
Inspection Date	03-12-2013				
Surface Type	Asphalt				
Number of Lanes	2				
Roadway Width (feet)	28				
Condition	Fair				
Remaining Service Life (years)	12				
Estimated Cost to Repair	$19,800				
Current Replacement Value	$219,600				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Intersection	001-0.01						
Turnout/Parking	001-0.18						



Lower Dam Youth Camp Access Road

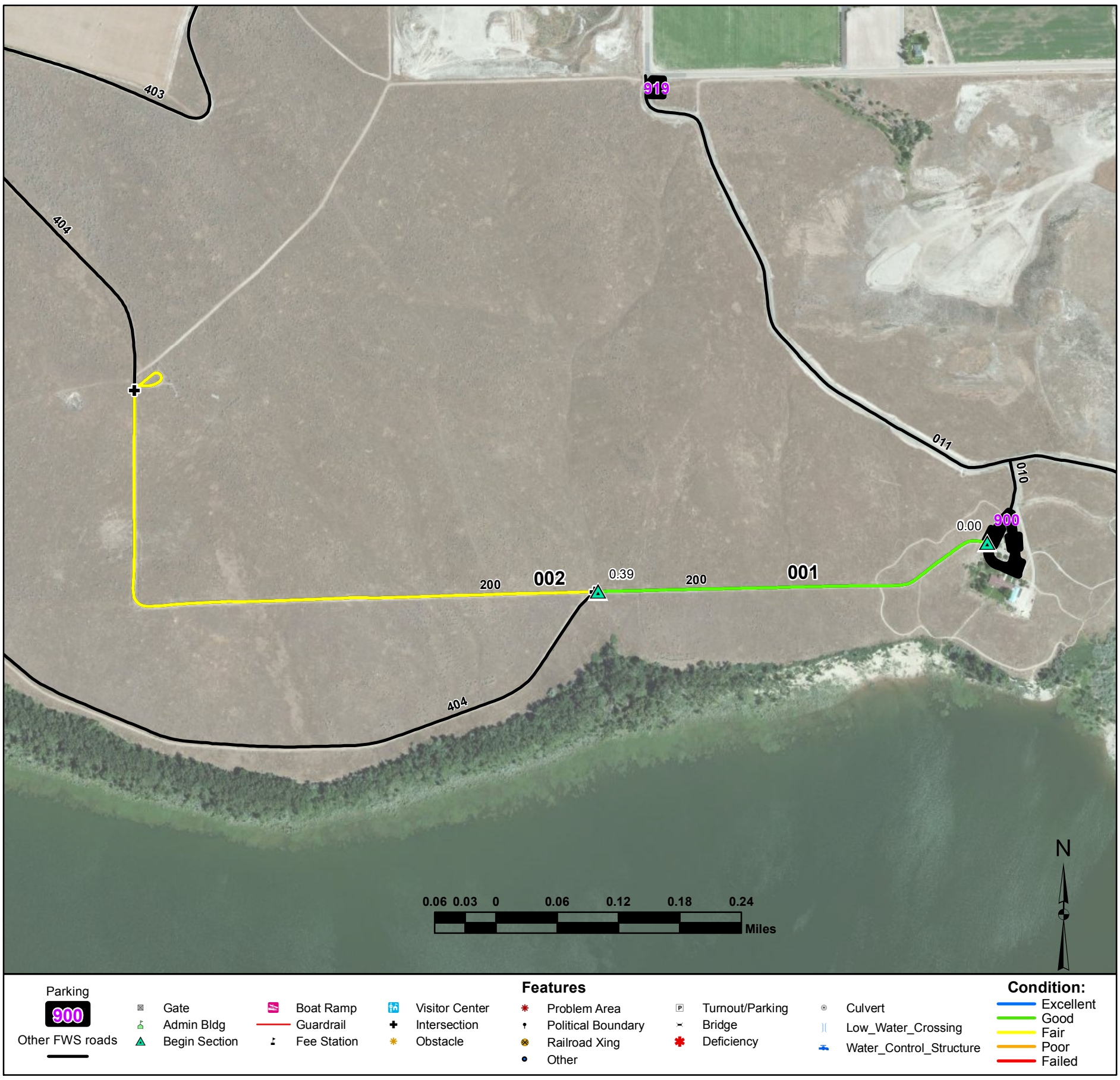
From Lower Dam Boat Ramp Access Road (Route 101) to Environmental Education Parking (Route 918)

Route Number: 102

Total Route Mileage: 0.28

Asset Number	10050908				
Section Number	001				
Section Length (miles)	0.28				
Inspection Date	03-12-2013				
Surface Type	Gravel				
Number of Lanes	2				
Roadway Width (feet)	42				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$500				
Current Replacement Value	$197,000				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Turnout/Parking	001-0.02						
Turnout/Parking	001-0.15						
Turnout/Parking	001-0.28						
Gate	001-0.28						



Obsevation Hill Trail Road

From Visitor Center Parking (Route 900) to observation point

Route Number: 200

Total Route Mileage: 1.11

Asset Number	10065135	10065135			
Section Number	001	002			
Section Length (miles)	0.39	0.72			
Inspection Date	03-12-2013	03-12-2013			
Surface Type	Gravel	Native			
Number of Lanes	1	1			
Roadway Width (feet)	12	12			
Condition	Good	Fair			
Remaining Service Life (years)	5	4			
Estimated Cost to Repair	$600	$1,600			
Current Replacement Value	$274,300	$262,000			

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Begin Section	002-0.39						
Intersection	002-0.39						
Intersection	002-1.05						

ROUTE 300

Shop Access Road

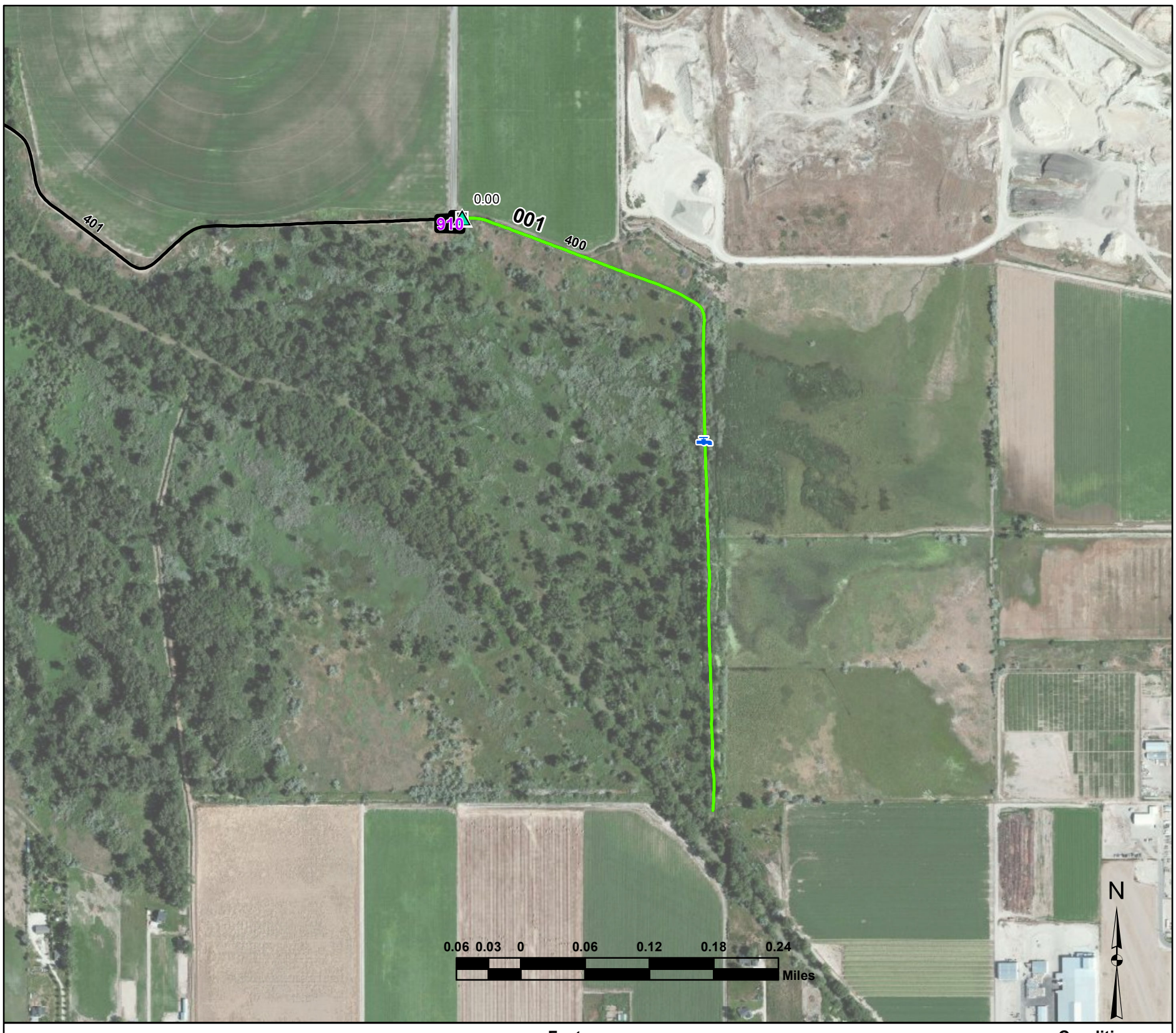
From Iowa Avenue to Iowa Avenue

Route Number: 300

Total Route Mileage: 0.31

Asset Number	10045323	10045323	10045323		
Section Number	001	002	003		
Section Length (miles)	0.12	0.09	0.10		
Inspection Date	03-12-2013	03-12-2013	03-12-2013		
Surface Type	Gravel	Gravel	Gravel		
Number of Lanes	2	1	1		
Roadway Width (feet)	18	12	12		
Condition	Excellent	Good	Excellent		
Remaining Service Life (years)	10	5	9		
Estimated Cost to Repair	$0	$100	$0		
Current Replacement Value	$84,400	$63,300	$70,300		

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Turnout/Parking	001-0.07						
Intersection	001-0.1						
Turnout/Parking	001-0.12						
Begin Section	002-0.1						
Begin Section	003-0.14						
Gate	003-0.17						
Gate	003-0.25						



East Dike Administrative Road

From Tio Lane Parking (Route 910) to end of route

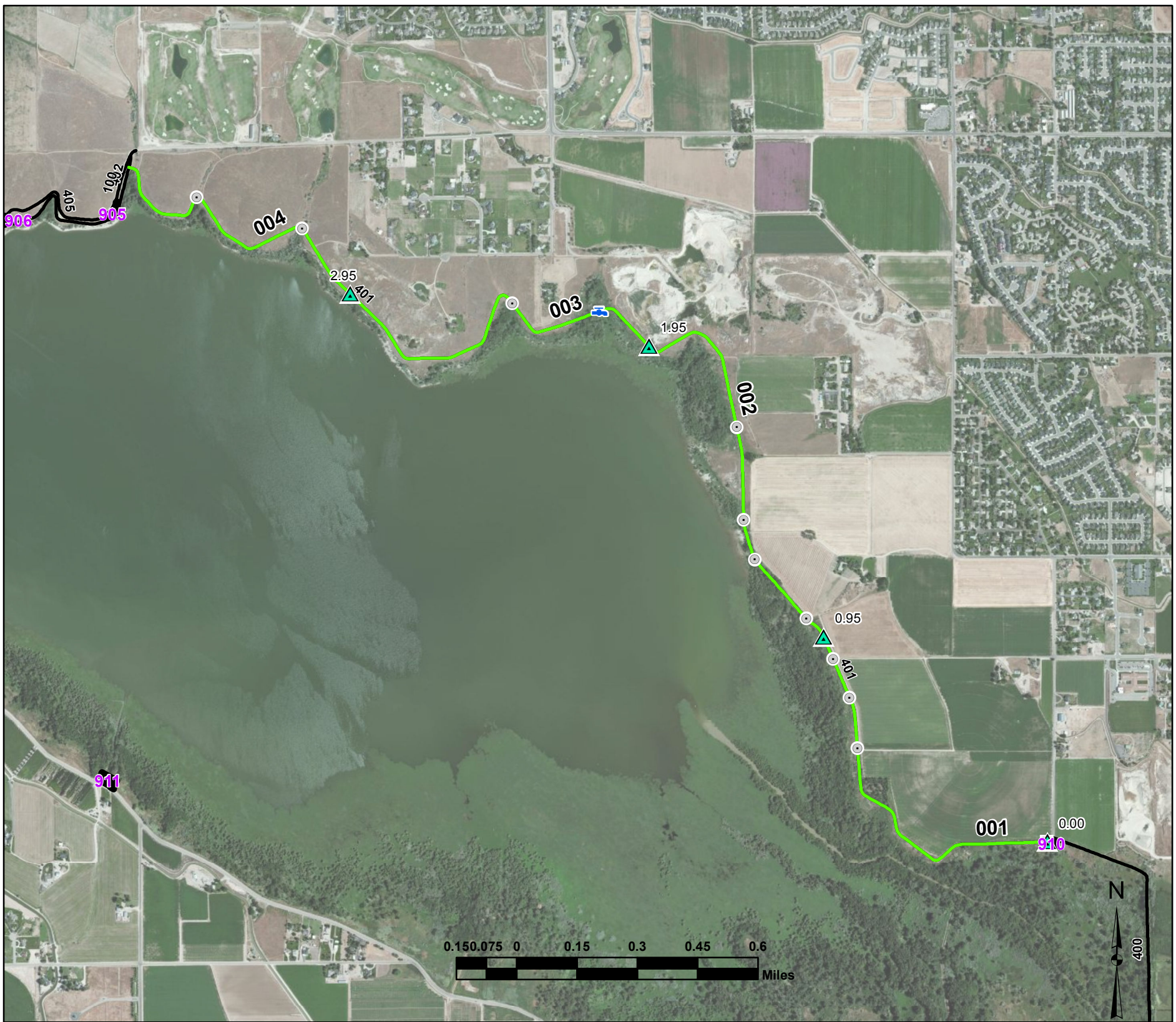
Route Number: 400

Total Route Mileage: 0.71

Asset Number	-				
Section Number	001				
Section Length (miles)	0.71				
Inspection Date	03-12-2013				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	10				
Condition	Good				
Remaining Service Life (years)	5				
Estimated Cost to Repair	$1,200				
Current Replacement Value	$258,400				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Water Control Structure	001-0.4						

ROUTE 401



Parking
900
Other FWS roads

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Intersection
Obstacle

Features
Problem Area
Political Boundary
Railroad Xing
Other
Turnout/Parking
Bridge
Deficiency
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:
Excellent
Good
Fair
Poor
Failed

Kingfisher Trail Administrative Road

From Tio Lane Parking (Route 910) to Patrol Road (Route 402)

Route Number: 401

Total Route Mileage: 3.75

Asset Number	10005316	10005316	10005316	10005316	
Section Number	001	002	003	004	
Section Length (miles)	0.95	1.00	1.00	0.80	
Inspection Date	03-12-2013	03-12-2013	03-12-2013	03-12-2013	
Surface Type	Gravel	Gravel	Gravel	Gravel	
Number of Lanes	1	1	1	1	
Roadway Width (feet)	12	12	12	12	
Condition	Good	Good	Good	Good	
Remaining Service Life (years)	7	7	5	7	
Estimated Cost to Repair	$1,600	$1,600	$1,600	$1,300	
Current Replacement Value	$668,200	$703,400	$703,400	$562,700	

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0	Culvert	004-3.49				
Gate	001-0.0						
Culvert	001-0.69						
Culvert	001-0.8						
Culvert	001-0.9						
Begin Section	002-0.95						
Culvert	002-1.02						
Culvert	002-1.22						
Culvert	002-1.32						
Culvert	002-1.53						
Begin Section	003-1.95						
Water Control Structure	003-2.11						
Culvert	003-2.38						
Begin Section	004-2.95						
Culvert	004-3.14						

Patrol Road

From Gott's Point Road (Route 100) to Shop Access Road (Route 300)

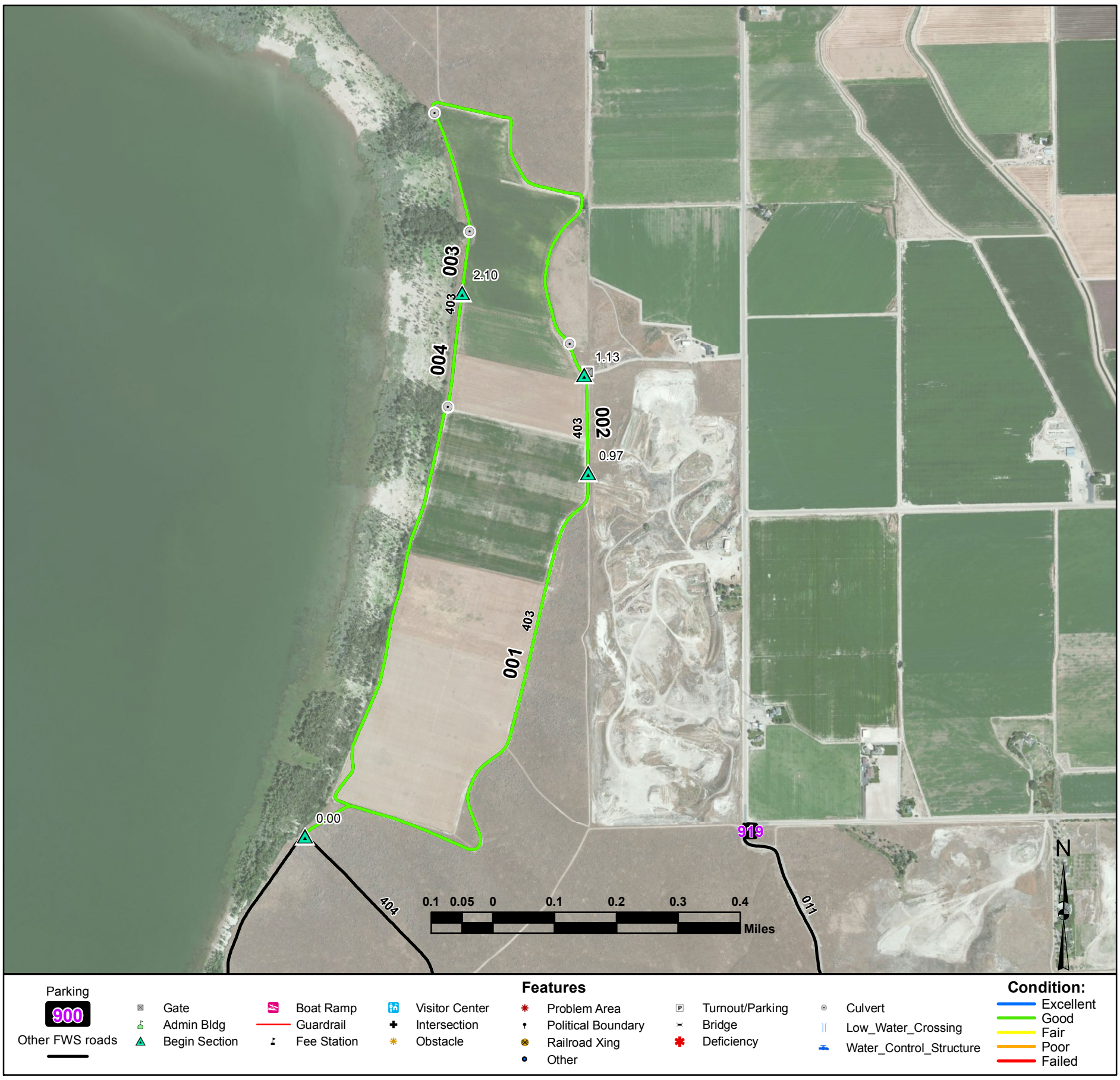
Route Number: 402

Total Route Mileage: 1.35

Asset Number	10005316	10005316			
Section Number	001	002			
Section Length (miles)	0.97	0.38			
Inspection Date	03-12-2013	03-12-2013			
Surface Type	Gravel	Gravel			
Number of Lanes	1	1			
Roadway Width (feet)	12	12			
Condition	Good	Good			
Remaining Service Life (years)	5	5			
Estimated Cost to Repair	$1,600	$600			
Current Replacement Value	$682,300	$267,300			

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.01						
Intersection	001-0.03						
Gate	001-0.73						
Begin Section	002-0.97						
Culvert	002-1.31						

ROUTE 403



Field 5 Access Road

From Observation Hill Trail Access Road (Route 404) to end of loop

Route Number: 403

Total Route Mileage: 2.99

Asset Number	10005316	10005316	10005316	10005316	
Section Number	001	002	003	004	
Section Length (miles)	0.97	0.17	0.97	0.88	
Inspection Date	03-12-2013	03-12-2013	03-12-2013	03-12-2013	
Surface Type	Gravel	Gravel	Native	Native	
Number of Lanes	1	1	1	1	
Roadway Width (feet)	12	14	12	12	
Condition	Good	Good	Good	Good	
Remaining Service Life (years)	7	7	5	5	
Estimated Cost to Repair	$1,600	$300	$1,700	$1,500	
Current Replacement Value	$682,300	$119,600	$353,000	$320,200	

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Begin Section	002-0.97						
Gate	002-1.14						
Begin Section	003-1.13						
Culvert	003-1.18						
Culvert	003-1.82						
Culvert	003-2.01						
Begin Section	004-2.1						
Culvert	004-2.28						

ROUTE 404

Observation Hill Trail Access Road

From Observation Hill Trail Road (Route 200) to Ovservation Hill Trail Road (Route 200)

Route Number: 404

Total Route Mileage: 1.69

Asset Number	10005316	10005316			
Section Number	001	002			
Section Length (miles)	0.77	0.92			
Inspection Date	03-12-2013	03-12-2013			
Surface Type	Native	Gravel			
Number of Lanes	1	1			
Roadway Width (feet)	12	10			
Condition	Fair	Good			
Remaining Service Life (years)	4	5			
Estimated Cost to Repair	$1,700	$1,500			
Current Replacement Value	$280,200	$647,100			

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Intersection	001-0.38						
Begin Section	002-0.77						

Gott's Point Service Road

From Gott's Point Road (Route 100) to Gott's Point Parking #2 (Route 906)

Route Number: 405

Total Route Mileage: 0.31

Asset Number	10045323				
Section Number	001				
Section Length (miles)	0.31				
Inspection Date	03-12-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$500				
Current Replacement Value	$218,100				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Begin Guardrail	001-0.01						
Turnout/Parking	001-0.12						
Turnout/Parking	001-0.31						

Gott's Point Service Road

From Gott's Point Road (Route 100) to Gott's Point Parking #2 (Route 906)

Route Number: 405

Total Route Mileage: 0.31

Asset Number	10045323				
Section Number	001				
Section Length (miles)	0.31				
Inspection Date	03-12-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$500				
Current Replacement Value	$218,100				

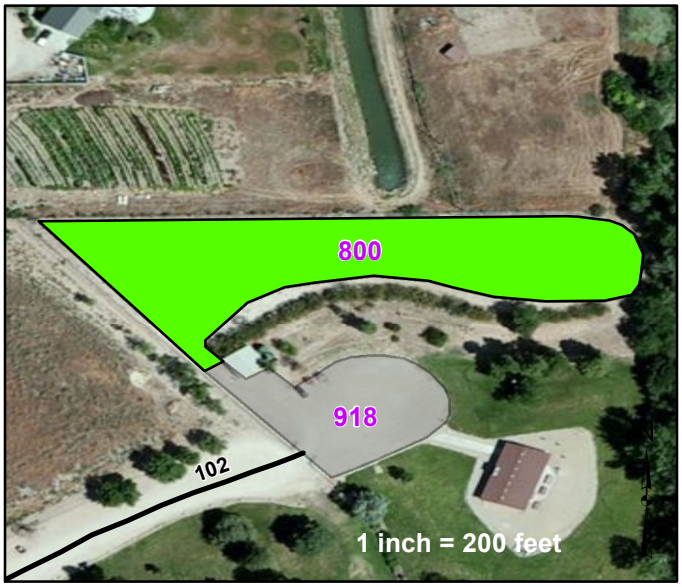
Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Begin Guardrail	001-0.01						
Turnout/Parking	001-0.12						
Turnout/Parking	001-0.31						

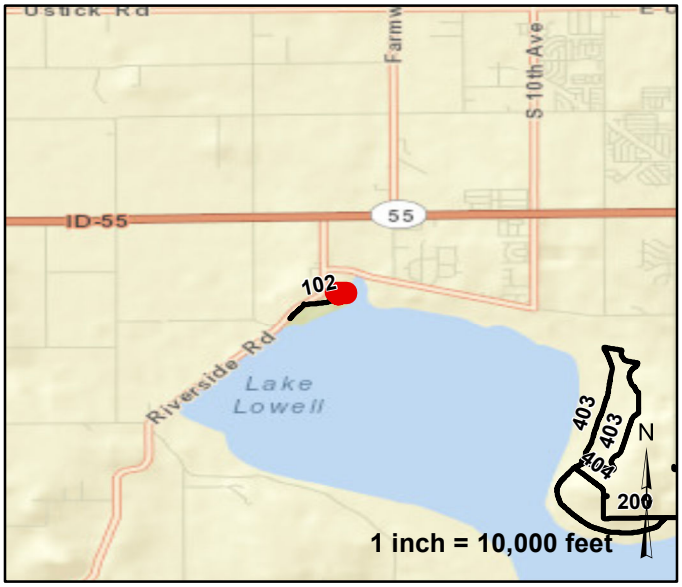
Route Number: 800

Environmental Education Rear Parking

From Environmental Education Parking (Route 918)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	35557	25	Good	Native	$5,400	03-12-2013	$77,400





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

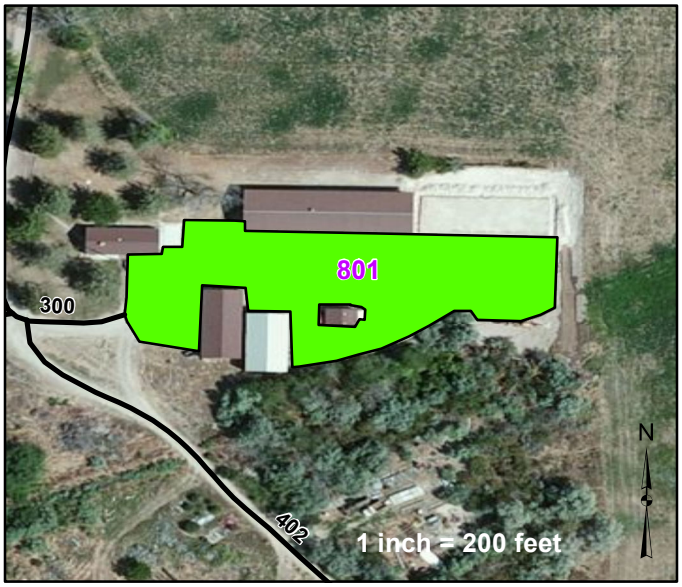
Failed

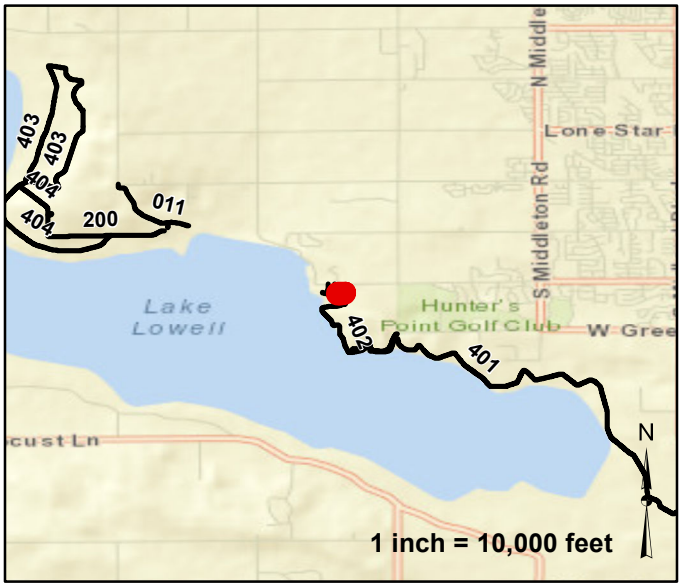
Route Number: 801

Shop Parking

From Shop Access Road (Route 300)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10053584	31297	12	Good	Gravel	$4,800	03-12-2013	$158,000





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

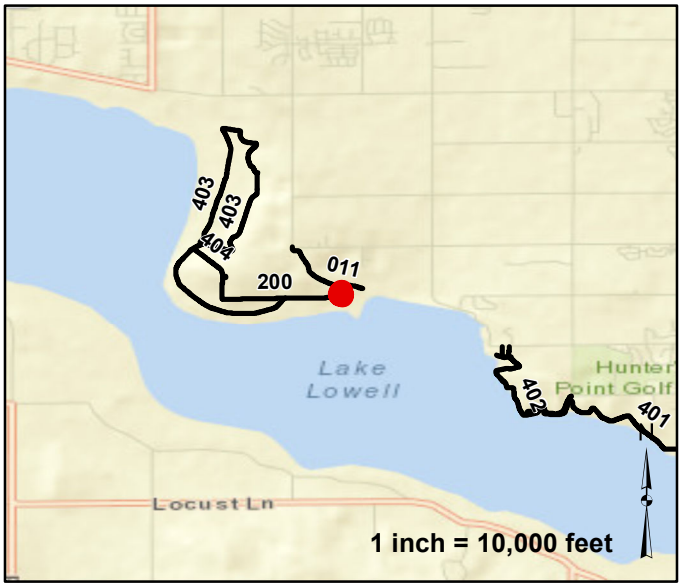
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 900

Visitor Center Parking

From Entrance Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042373	23774	43	Excellent	Asphalt	$0	03-12-2013	$220,000



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

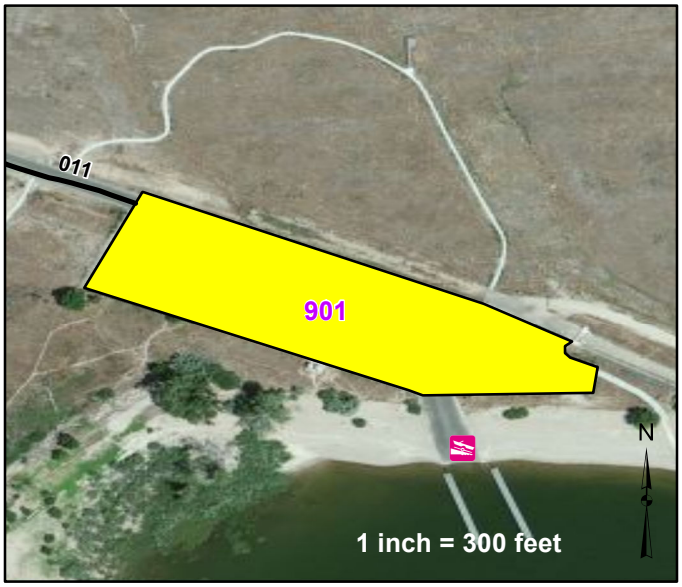
- Excellent
- Good
- Fair
- Poor
- Failed

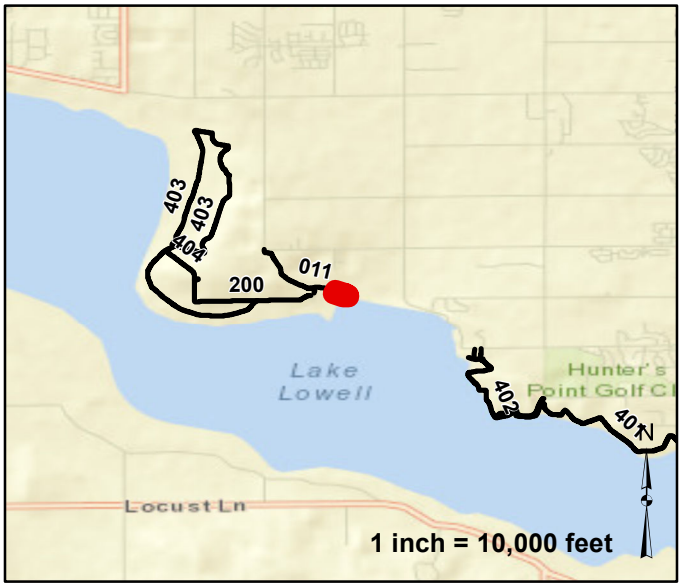
Route Number: 901

Upper Dam West Parking

From Upper Embankment Road (Route 011)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042374	84804	76	Fair	Asphalt	$74,000	03-12-2013	$784,600





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

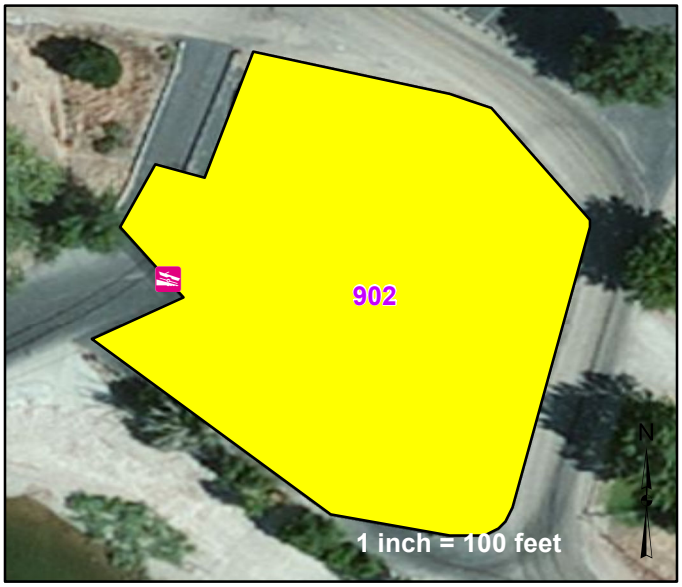
- Excellent
- Good
- Fair
- Poor
- Failed

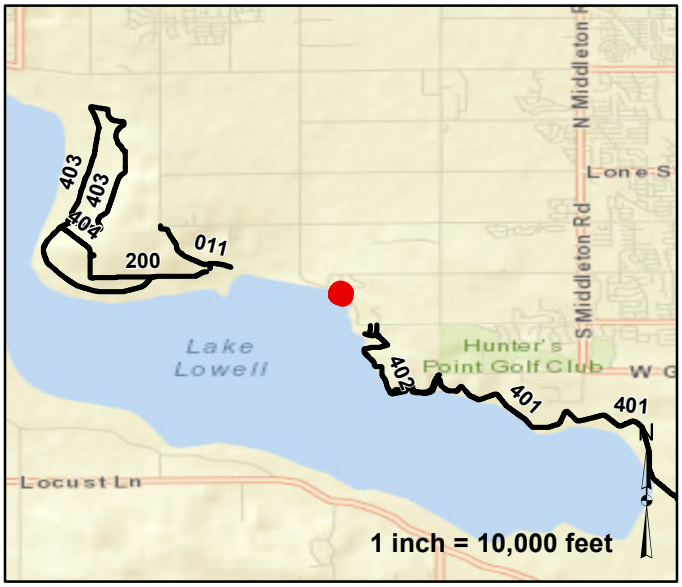
Route Number: 902

Upper Dam East Parking

From Lake Avenue

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042375	31077	35	Fair	Asphalt	$27,100	03-12-2013	$287,500





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

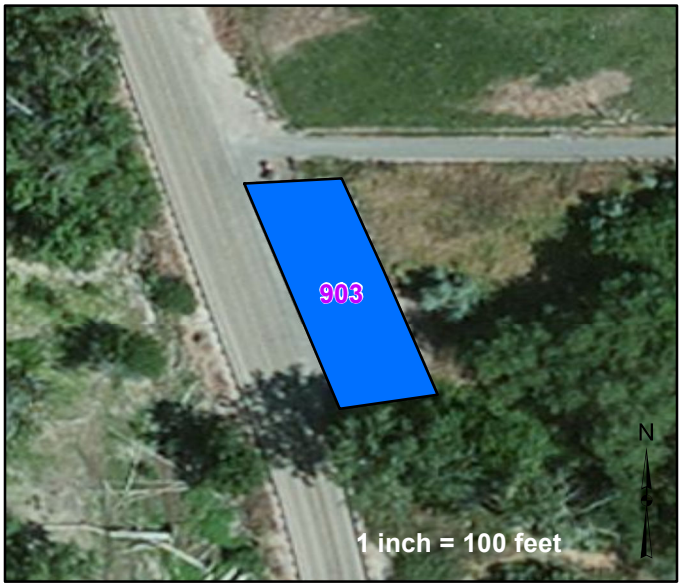
Failed

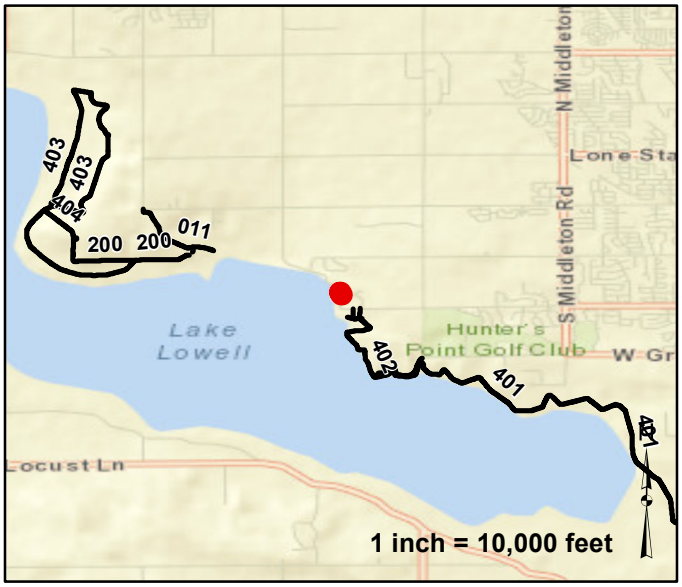
Route Number: 903

Iowa Ave Parking #1

From Iowa Avenue

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042376	4445	13	Excellent	Asphalt	$0	03-12-2013	$41,100





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

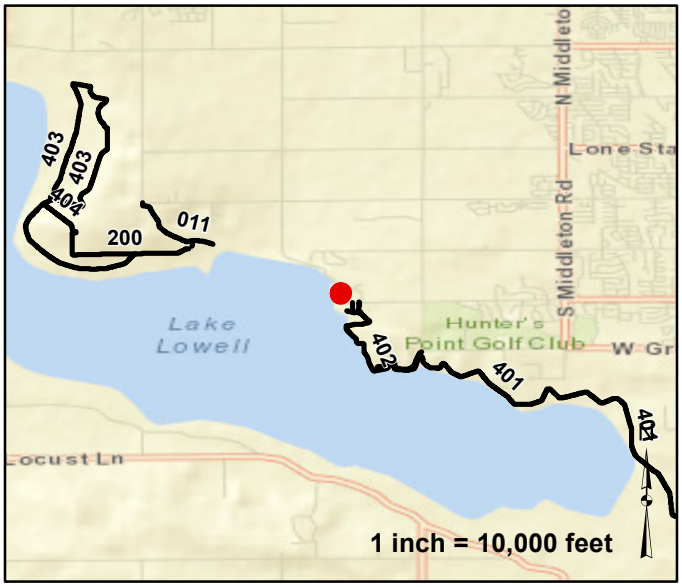
Failed

Route Number: 904

Iowa Ave Parking #2

From Iowa Avenue

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042377	3219	9	Good	Asphalt	$600	03-12-2013	$29,800



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

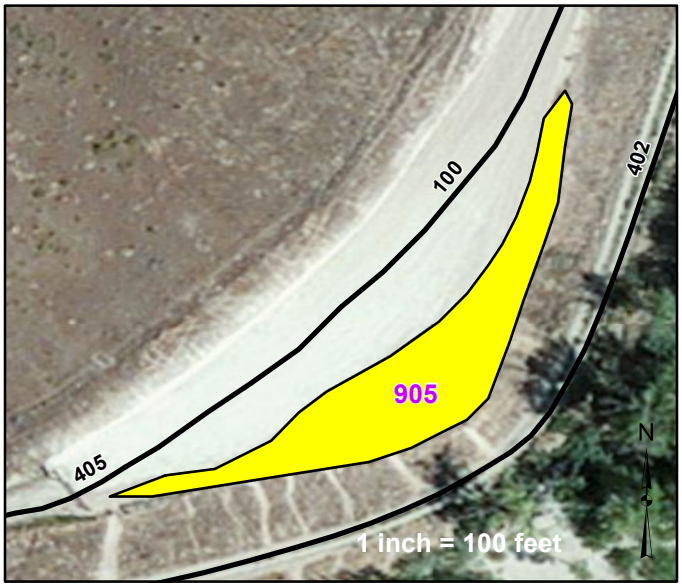
Failed

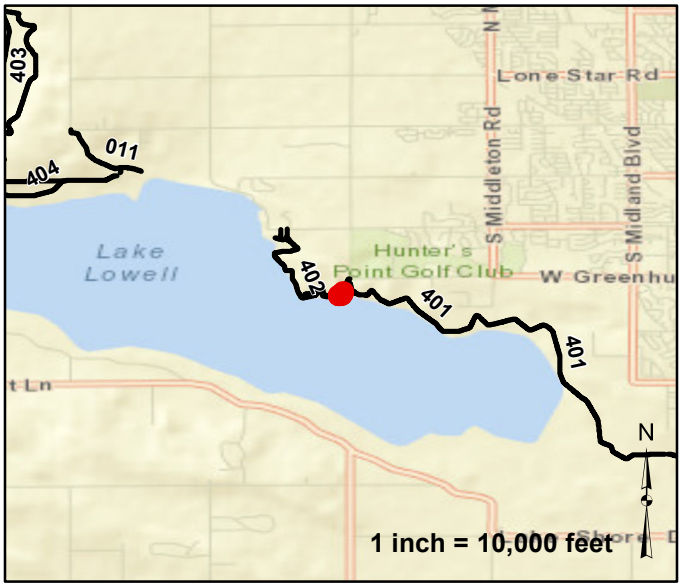
Route Number: 905

Gott's Point Parking #1

From Gott's Point Road (Route 100)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042378	6249	20	Fair	Gravel	$1,700	03-12-2013	$31,600





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

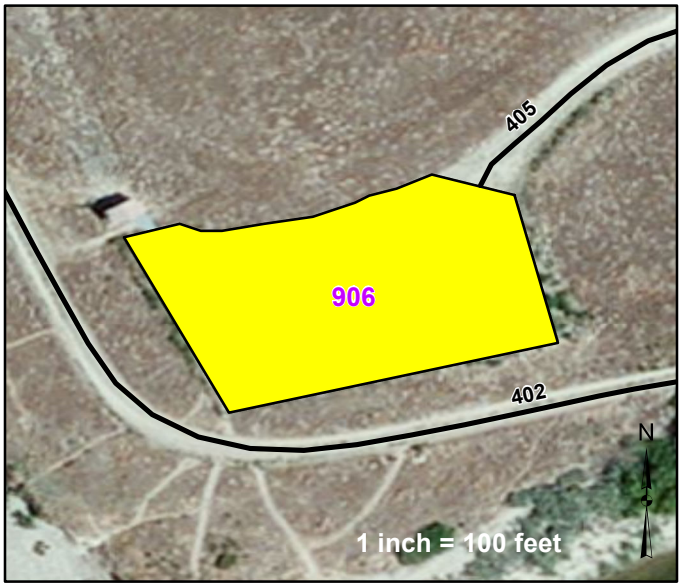
Failed

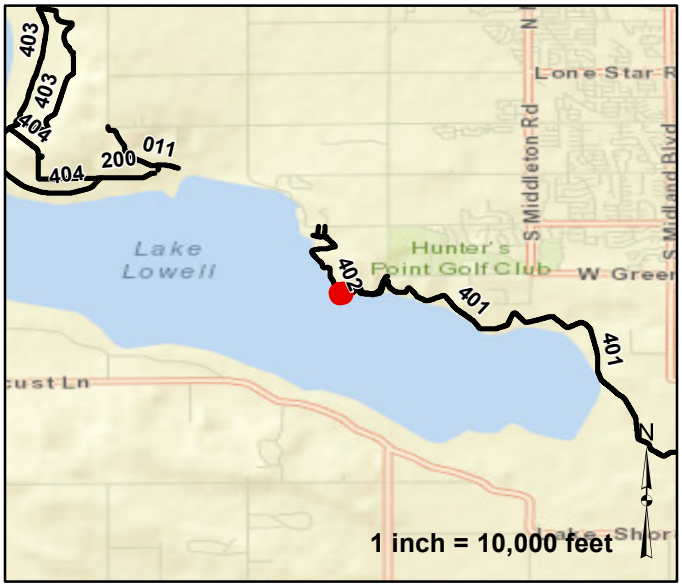
Route Number: 906

Gott's Point Parking #2

From Gott's Point Service Road (Route 405)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042379	12857	14	Fair	Gravel	$3,500	05-17-2004	$64,900





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

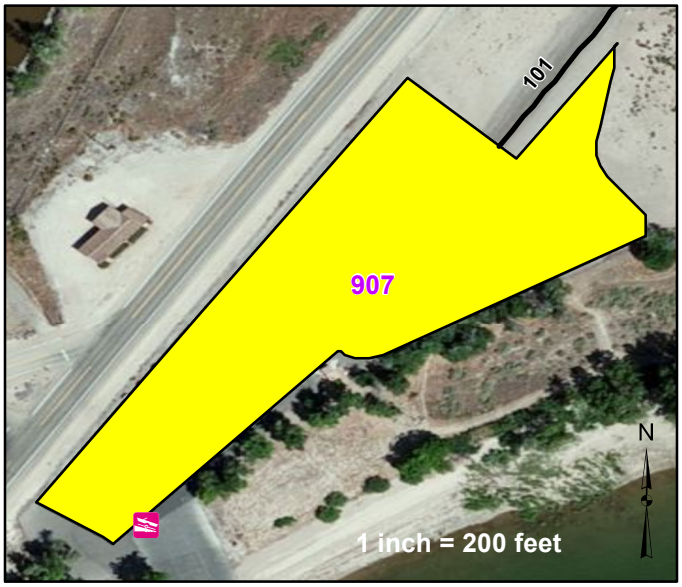
Failed

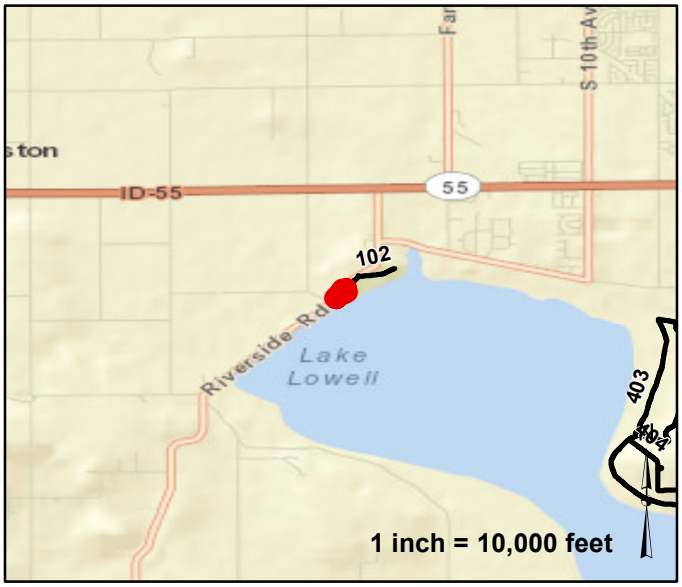
Route Number: 907

Lower Dam Boat Ramp Parking

From Lower Dam Boat Ramp Access Road (Route 101)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005337	75936	52	Fair	Asphalt	$66,300	03-12-2013	$702,600





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

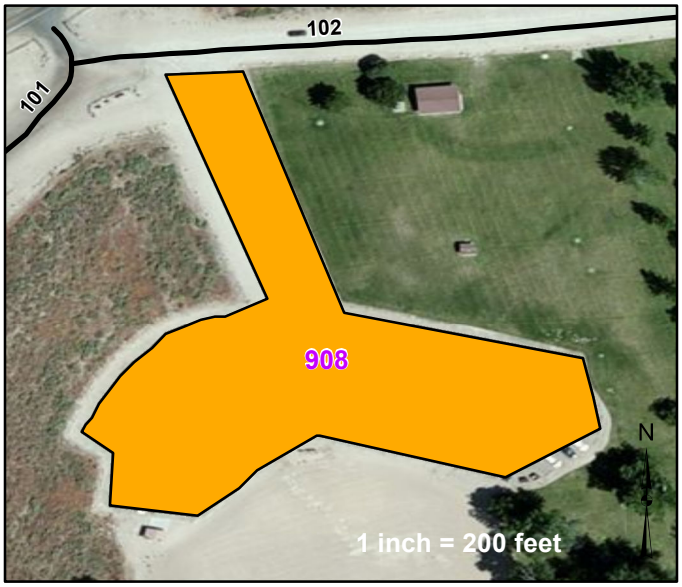
- Excellent
- Good
- Fair
- Poor
- Failed

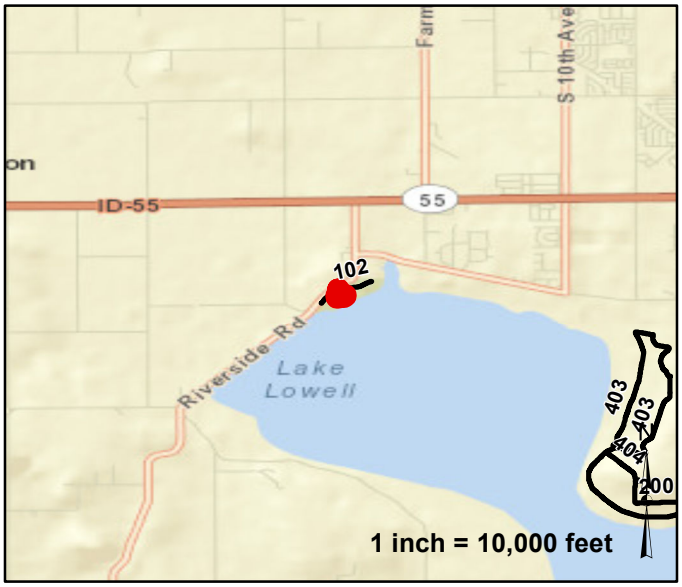
Route Number: 908

Lower Dam Beach Parking

From Lower Dam Youth Camp Access Road (Route 102)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005338	67454	134	Poor	Asphalt	$329,600	03-12-2013	$624,100





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

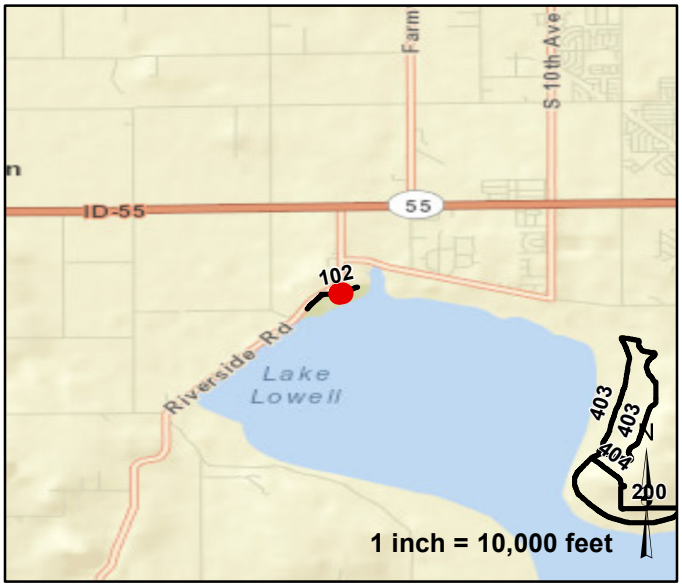
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 909

Lower Dam Picnic Area Parking

From Lower Dam Youth Camp Access Road (Route 102)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10042380	3143	15	Good	Gravel	$500	03-12-2013	$15,900



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

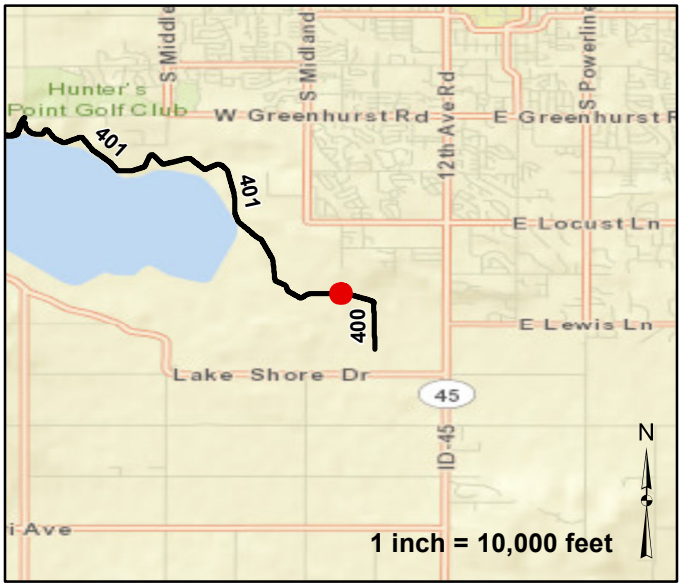
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 910

Tio Lane Parking

From Tio Lane

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10050909	8150	15	Excellent	Asphalt	$0	03-12-2013	$75,400



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

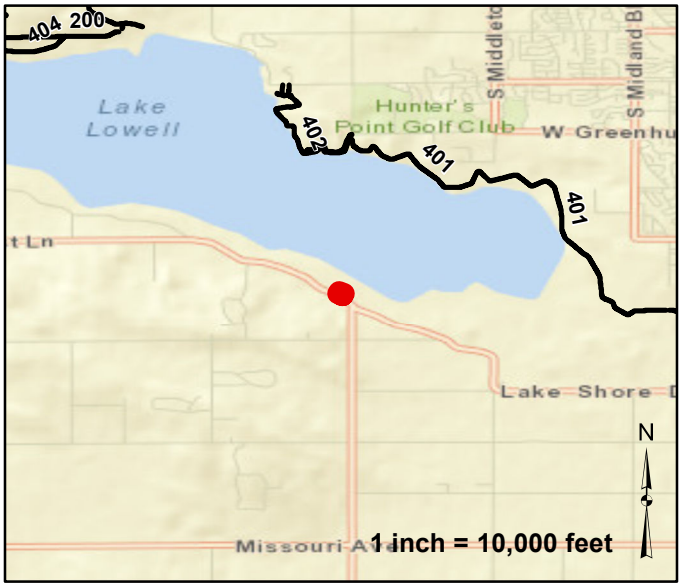
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 911

Lake Shore Drive Parking #1

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	23071	40	Good	Asphalt	$4,400	03-12-2013	$213,500



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

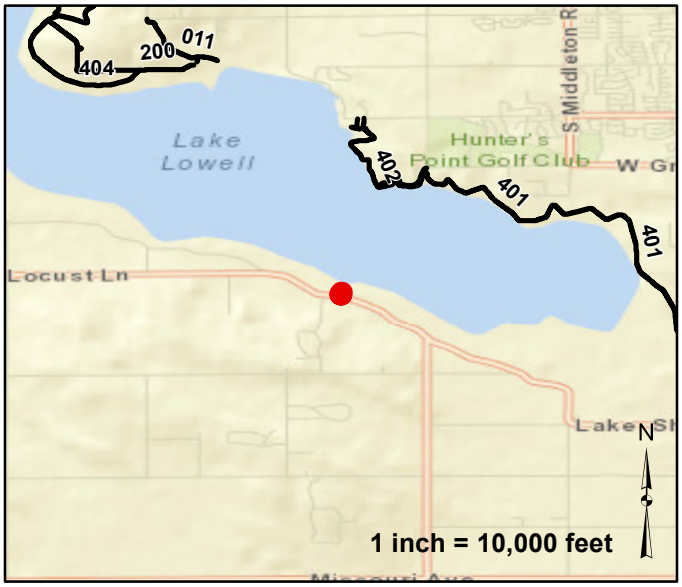
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 912

Lake Shore Drive Parking #2

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	8383	15	Excellent	Asphalt	$0	03-12-2013	$77,600



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

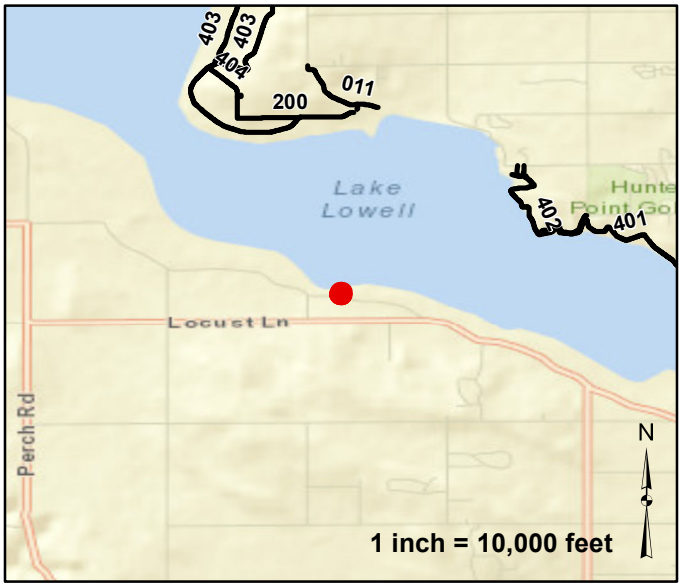
Failed

Route Number: 913

Lake Shore Drive Parking #3

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	9069	20	Excellent	Asphalt	$0	03-12-2013	$83,900



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

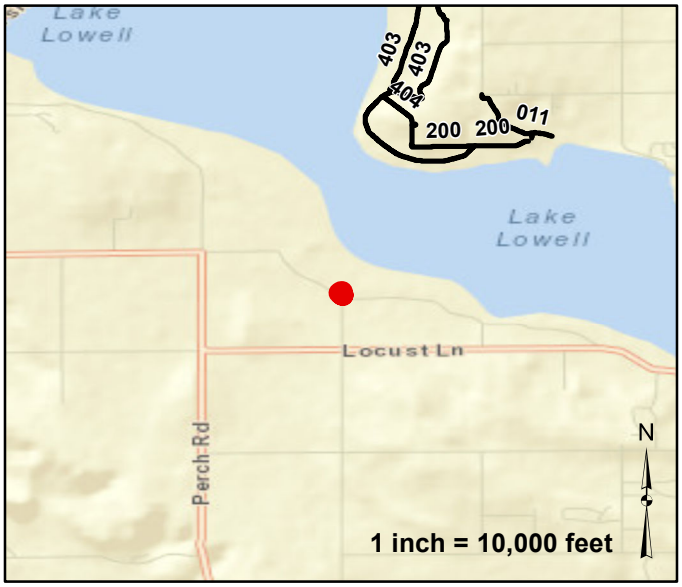
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 914

Lake Shore Drive Parking #4

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	15523	15	Excellent	Asphalt	$0	03-12-2013	$143,600



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

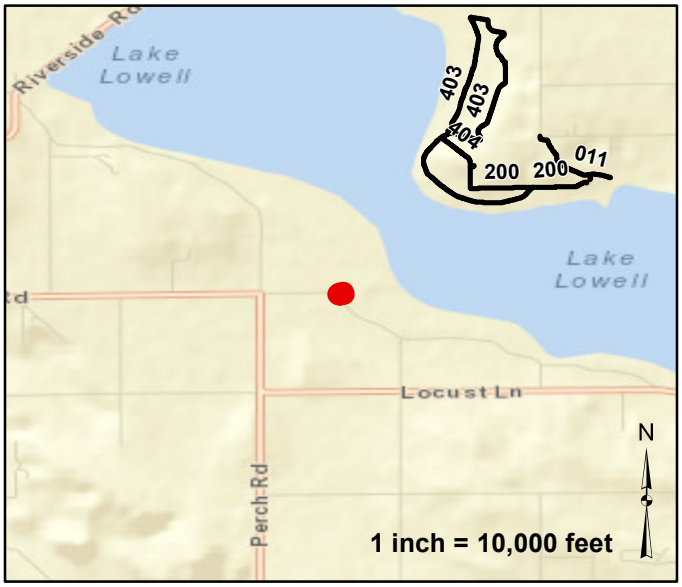
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 915

Lake Shore Drive Parking #5

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	14130	25	Excellent	Asphalt	$0	03-12-2013	$130,700



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

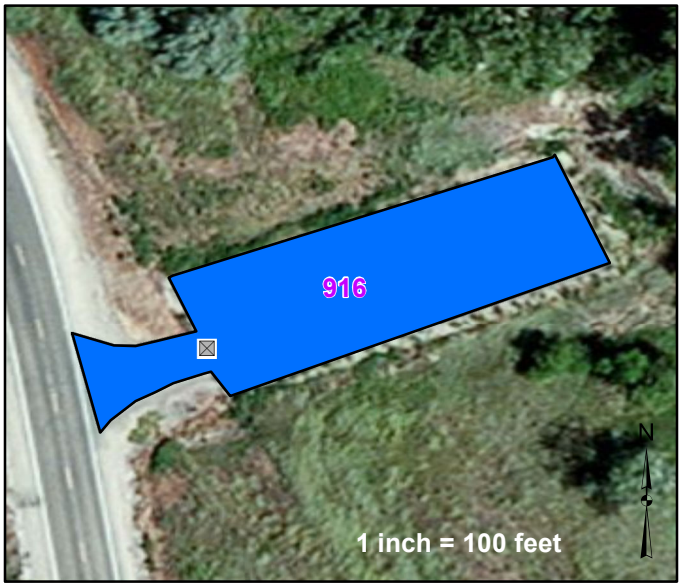
Failed

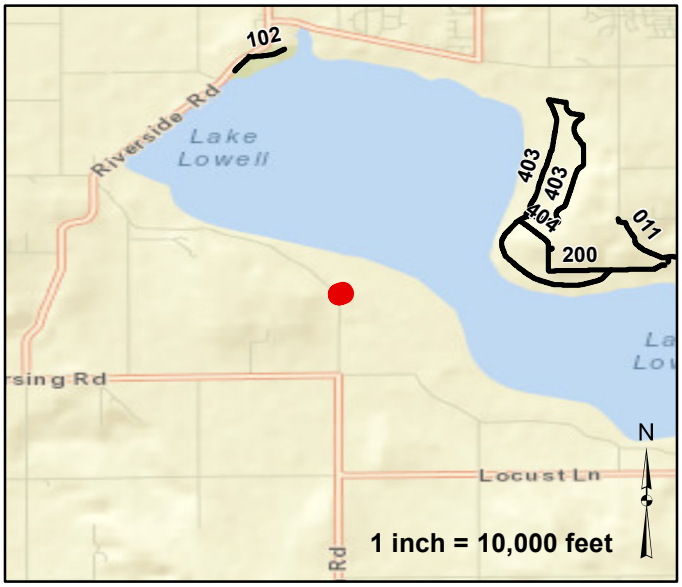
Route Number: 916

Lake Shore Drive Parking #6

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	11384	30	Excellent	Asphalt	$0	05-17-2004	$105,300





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

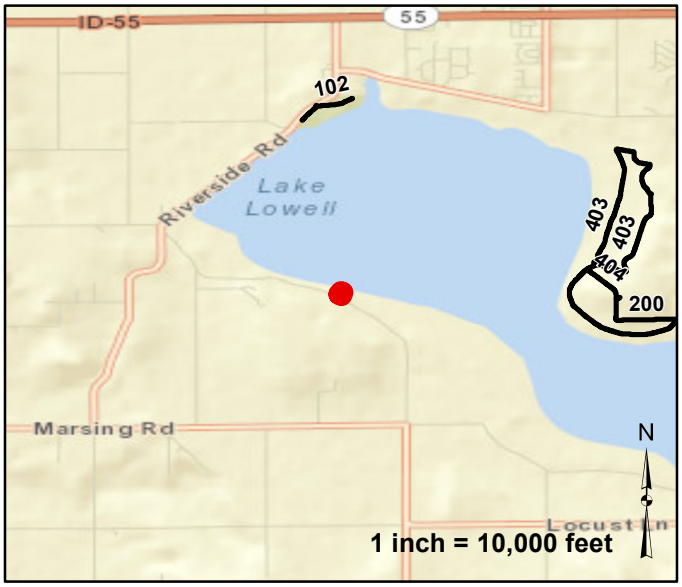
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 917

Lake Shore Drive Parking #7

From Lake Shore Drive

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10005336	11898	25	Fair	Asphalt	$10,400	03-12-2013	$110,100



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

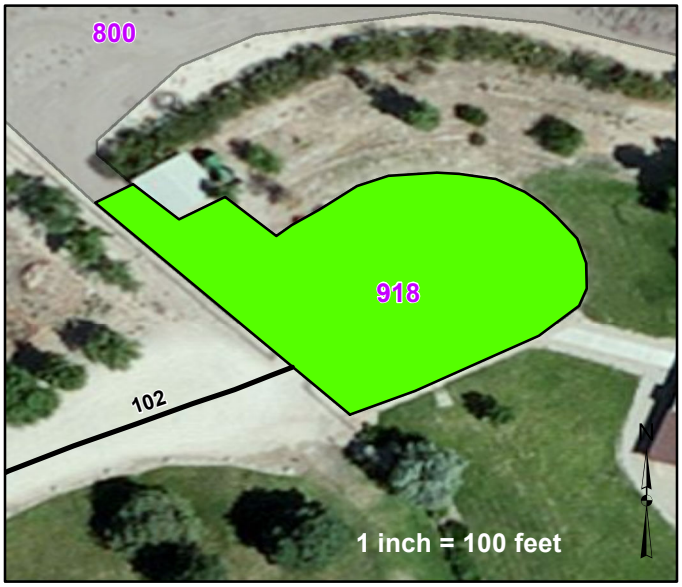
- Excellent
- Good
- Fair
- Poor
- Failed

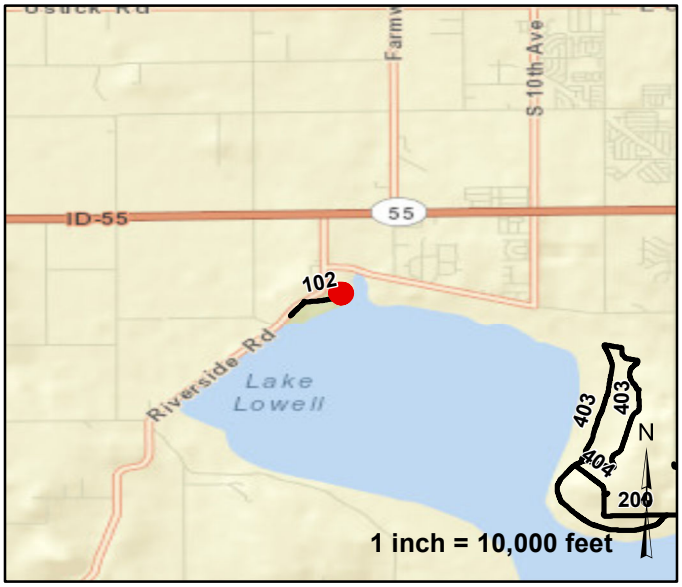
Route Number: 918

Environmental Education Parking

From Lower Dam Youth Camp Access Road (Route 102)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	13235	24	Good	Gravel	$2,000	03-12-2013	$66,800





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

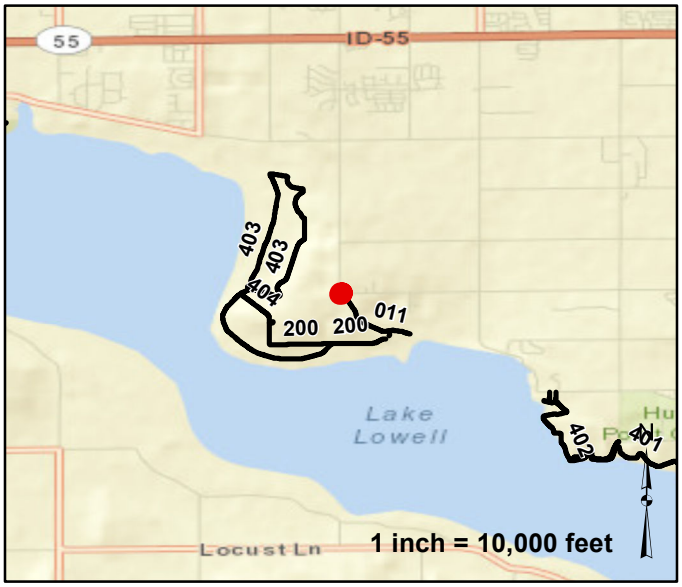
Failed

Route Number: 919

Upper Entrance Parking

From Upper Embankment Road (Route 011)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	6348	20	Excellent	Asphalt	$0	03-12-2013	$58,700



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

- Excellent
- Good
- Fair
- Poor
- Failed

Deer Flat NWR Bridge Inventory					
Rte #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
No Bridges to Report					

ROUTE: 010

Features Photographs

Photo: DEFL_C4_0130 Route: 010-001-0.0
Begin Section

Photo: DEFL_C4_0131 Route: 010-001-0.0
Metal Open Rail Gate

Photo: DEFL_C4_0132 Route: 010-001-0.03
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0133 Route: 010-001-0.03
Metal Culvert 55ft long 24in dia. 2ft deep

Features Photographs

Photo: DEFL_C4_0112 Route: 011-001-0.0
Begin Section

Photo: DEFL_C4_0113 Route: 011-001-0.01
PVC Open Rail Gate electric

Photo: DEFL_C4_0114 Route: 011-001-0.23
Metal Culvert 60ft long 18in dia. 2ft deep

Photo: DEFL_C4_0115 Route: 011-001-0.23
Metal Culvert 60ft long 18in dia. 2ft deep

Photo: DEFL_C4_0116 Route: 011-001-0.31
Metal Culvert 50ft long 24in dia. 1ft deep

Photo: DEFL_C4_0117 Route: 011-001-0.31
Metal Culvert 50ft long 24in dia. 1ft deep

ROUTE: 011

Features Photographs

Photo: DEFL_C4_0118 Route: 011-001-0.42
Metal Culvert 50ft long 24in dia. 2ft deep

Photo: DEFL_C4_0119 Route: 011-001-0.42
Metal Culvert 50ft long 24in dia. 2ft deep

Photo: DEFL_C4_0120 Route: 011-001-0.51
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0121 Route: 011-001-0.51
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0122 Route: 011-001-0.59
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0123 Route: 011-001-0.59
Metal Culvert 55ft long 24in dia. 2ft deep

ROUTE: 011

Features Photographs

Photo: DEFL_C4_0124 Route: 011-001-0.61
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0125 Route: 011-001-0.61
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0126 Route: 011-001-0.7
Metal Culvert 55ft long 24in dia. 2ft deep

Photo: DEFL_C4_0127 Route: 011-001-0.7
Metal Culvert 55ft long 24in dia. 2ft deep

ROUTE: 100

Features Photographs

Photo: DEFL_C4_0087 Route: 100-001-0.0
Begin Section

Photo: DEFL_C4_0088 Route: 100-001-0.0
Metal Open Rail Gate

ROUTE: 101

Features Photographs

Photo: DEFL_C4_0004 Route: 101-001-0.0
Begin Section

Photo: DEFL_C4_0005 Route: 101-001-0.0
Metal Open Rail Gate electric

ROUTE: 102

Features Photographs

Photo: DEFL_C4_0008 Route: 102-001-0.0
Begin Section

Photo: DEFL_C4_0009 Route: 102-001-0.28
Metal Open Rail Gate

ROUTE: 200

Features Photographs

Photo: DEFL_C4_0002 Route: 200-001-0.0
Begin Section

Photo: DEFL_C4_0136 Route: 200-002-0.39
Begin Section

Features Photographs

Photo: DEFL_C4_0097 Route: 300-001-0.0
Begin Section

Photo: DEFL_C4_0098 Route: 300-001-0.0
Metal Open Rail Gate

Photo: DEFL_C4_0096 Route: 300-002-0.1
Begin Section

Photo: DEFL_C4_0101 Route: 300-003-0.14
Begin Section

Photo: DEFL_C4_0102 Route: 300-003-0.17
Metal Open Rail Gate

Photo: DEFL_C4_0103 Route: 300-003-0.25
Metal Open Rail Gate

Features Photographs

Photo: DEFL_C4_0050 Route: 400-001-0.0
Begin Section

Photo: DEFL_C4_0051 Route: 400-001-0.0
Metal Open Rail Gate

Photo: DEFL_C4_0052 Route: 400-001-0.4
Plastic WCS Screw Gate 40ft long 18in dia. 5ft deep

Photo: DEFL_C4_0053 Route: 400-001-0.4
Plastic WCS Screw Gate 40ft long 18in dia. 5ft deep

ROUTE: 401

Features Photographs

Photo: DEFL_C4_0054 Route: 401-001-0.0
Begin Section

Photo: DEFL_C4_0055 Route: 401-001-0.0
Metal Open Rail Gate

Photo: DEFL_C4_0056 Route: 401-001-0.69
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0057 Route: 401-001-0.69
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0058 Route: 401-001-0.8
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0059 Route: 401-001-0.8
Metal Culvert 30ft long 18in dia. 3ft deep

Features Photographs

Photo: DEFL_C4_0060 Route: 401-001-0.9
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0061 Route: 401-001-0.9
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0062 Route: 401-002-0.95
Begin Section

Photo: DEFL_C4_0063 Route: 401-002-1.02
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0064 Route: 401-002-1.02
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0065 Route: 401-002-1.22
Metal Culvert 30ft long 18in dia. 3ft deep

Features Photographs

Photo: DEFL_C4_0066 Route: 401-002-1.22
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0067 Route: 401-002-1.32
Metal Culvert 30ft long 18in dia. 2ft deep

Photo: DEFL_C4_0068 Route: 401-002-1.32
Metal Culvert 30ft long 18in dia. 2ft deep

Photo: DEFL_C4_0069 Route: 401-002-1.53
Metal Culvert 30ft long 18in dia. 2ft deep

Photo: DEFL_C4_0070 Route: 401-002-1.53
Metal Culvert 30ft long 18in dia. 2ft deep

Photo: DEFL_C4_0071 Route: 401-003-1.95
Begin Section

Features Photographs

Photo: DEFL_C4_0072 Route: 401-003-2.11
Metal WCS Drop Pipe 40ft long 18in dia. 4ft deep

Photo: DEFL_C4_0073 Route: 401-003-2.11
Metal WCS Drop Pipe 40ft long 18in dia. 4ft deep

Photo: DEFL_C4_0074 Route: 401-003-2.38
Metal Culvert 30ft long 18in dia. 1ft deep

Photo: DEFL_C4_0075 Route: 401-003-2.38
Metal Culvert 30ft long 18in dia. 1ft deep

Photo: DEFL_C4_0076 Route: 401-004-2.95
Begin Section

Photo: DEFL_C4_0077 Route: 401-004-3.14
Metal Culvert 30ft long 18in dia. 2ft deep

Features Photographs

Photo: DEFL_C4_0078 Route: 401-004-3.14
Metal Culvert 30ft long 18in dia. 2ft deep

Photo: DEFL_C4_0079 Route: 401-004-3.49
Metal Culvert 30ft long 18in dia. 3ft deep

Photo: DEFL_C4_0080 Route: 401-004-3.49
Metal Culvert 30ft long 18in dia. 3ft deep

Features Photographs

Photo: DEFL_C4_0081 Route: 402-001-0.0
Begin Section

Photo: DEFL_C4_0082 Route: 402-001-0.01
Metal Open Rail Gate

Photo: DEFL_C4_0083 Route: 402-001-0.73
Metal Open Rail Gate

Photo: DEFL_C4_0084 Route: 402-002-0.97
Begin Section

Photo: DEFL_C4_0085 Route: 402-002-1.31
Metal Culvert 20ft long 18in dia. 3ft deep

Photo: DEFL_C4_0086 Route: 402-002-1.31
Metal Culvert 20ft long 18in dia. 3ft deep

Features Photographs

Photo: DEFL_C4_0137 Route: 403-001-0.0
Begin Section

Photo: DEFL_C4_0138 Route: 403-002-0.97
Begin Section

Photo: DEFL_C4_0139 Route: 403-002-1.14
Metal Open Rail Gate

Photo: DEFL_C4_0140 Route: 403-003-1.13
Begin Section

Photo: DEFL_C4_0141 Route: 403-003-1.18
Metal Culvert 20ft long 12in dia. 1ft deep

Photo: DEFL_C4_0142 Route: 403-003-1.18
Metal Culvert 20ft long 12in dia. 1ft deep

ROUTE: 403

Features Photographs

Photo: DEFL_C4_0143 Route: 403-003-1.82
Metal Culvert 12ft long 12in dia. 1ft deep

Photo: DEFL_C4_0144 Route: 403-003-1.82
Metal Culvert 12ft long 12in dia. 1ft deep

Photo: DEFL_C4_0145 Route: 403-003-2.01
Metal Culvert 20ft long 12in dia. 1ft deep

Photo: DEFL_C4_0146 Route: 403-003-2.01
Metal Culvert 20ft long 12in dia. 1ft deep

Photo: DEFL_C4_0147 Route: 403-004-2.1
Begin Section

Photo: DEFL_C4_0148 Route: 403-004-2.28
Concrete Culvert 20ft long 16in dia. 1ft deep

Features Photographs

Photo: DEFL_C4_0149 Route: 403-004-2.28
Concrete Culvert 20ft long 16in dia. 1ft deep

ROUTE: 404

Features Photographs

Photo: DEFL_C4_0150 Route: 404-001-0.0
Begin Section

Photo: DEFL_C4_0151 Route: 404-002-0.77
Begin Section

ROUTE: 405

Features Photographs

Photo: DEFL_C4_0091 Route: 405-001-0.0
Begin Section

Photo: DEFL_C4_0092 Route: 405-001-0.0
Metal Open Rail Gate

Photo: DEFL_C4_0095 Route: 405-001-0.01
Cable Guardrail Cable 1584.0 ft long

ROUTE: 600

Features Photographs

Photo: DEFL_C4_0045 Route: 600-001-0.0
Obstacle Location of Carter's Corner East Road.
Asset# 100435311. Too overgrown to drive

Photo: DEFL_C4_0046 Route: 600-001-0.0
Metal Open Rail Gate

Features Photographs

Photo: DEFL_C4_0049 Route: 910
Metal Open Rail Gate

ROUTE: 911

Features Photographs

Photo: DEFL_C4_0042 Route: 911
Metal Open Rail Gate

Photo: DEFL_C4_0043 Route: 911
Metal Cable Gate

ROUTE: 912

Features Photographs

Photo: DEFL_C4_0039 Route: 912
Metal Open Rail Gate

Features Photographs

Photo: DEFL_C4_0036 Route: 913
Metal Open Rail Gate

Features Photographs

Photo: DEFL_C4_0033 Route: 914
Metal Open Rail Gate

ROUTE: 915

Features Photographs

Photo: DEFL_C4_0030 Route: 915
Metal Open Rail Gate

ROUTE: 916

Features Photographs

Photo: DEFL_C4_0027 Route: 916
Metal Open Rail Gate

ROUTE: 917

Features Photographs

Photo: DEFL_C4_0021 Route: 917
Metal Open Rail Gate

Photo: DEFL_C4_0024 Route: 917
Metal Open Rail Gate

Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0

APPENDIX

TABLE 1 - GENERAL FWS ROAD FUNCTIONAL CLASSIFICATION	
Class I	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
Class II	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
Class III	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
Class IV	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
Class V	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route

DESCRIPTION OF RATING SYSTEM

Rating Data is collected on four different surface types: Asphalt, Concrete, Gravel, and Native. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** – Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness –** Evenness of pavement for serviceability.
- **Drainage** – Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has given Remaining Service Life (RSL) values (in years) based on the rating for that particular distress. The distress with the rating resulting in the lowest RSL value is considered to be the governing distress. That value is then assigned as the RSL of the road segment.

Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** – Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** – Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** – A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** – Faulting and/or cracking localized to individual slabs.

- **Faulting** – Difference in elevation across a crack or joint.
- **Longitudinal Cracking** – Cracks in the pavement running parallel to road.
- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Gravel and Native Rating System

Data is collected on the following distresses and conditions:
- **Cross Section (Crown)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage** - Roadside ditches and culverts to handle water flow and prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

Asphalt

Excellent – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

Good – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

Fair - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

Failed - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

Concrete

Excellent - New pavement. No maintenance required. RSL = 19-20 years

Good - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

Fair – Pavement has join or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

Failed - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

Gravel and Native

Note - Native surfaces do not have a gravel layer.

Excellent - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

Good - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

Fair - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

Poor - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

Failed - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent, good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10

NATIVE PRIMITIVE/IMPROVED RATING SHEET

Cross Section (Crown)*

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Roadside Drainage*

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 3"		1	2	3
Med 3-6"		4	5	6
High > 6"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

GRAVEL RATING SHEET

Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 2"		1	2	3
Med 2-4"		4	5	6
High > 4"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

Loose Aggregate

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

ASPHALT RATING SHEET

Fatigue Cracking

Severity	No Defects	Extent: Low 1 crack WP	Extent: Med 2 cracks WP	Extent: High >30% length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Edge Cracking

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
0-6" from curb		1	2	3
6-18" from curb		4	5	6
> 18" from curb		7	8	9

Longitudinal Cracking

Severity	No Defects	Extent: Low 1 crack full length	Extent: Med 2 cracks full length	Extent: High >2 cracks full length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Block Cracking

Severity	No Defects	Extent (Length): Low > 15x15' squares	Extent (Length): Med 15-10' squares	Extent (Length): High <10x10' squares
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Transverse Cracking

Severity	No Defects	Extent (ft between cracks): Low > 200'	Extent (ft between cracks): Med 200-50'	Extent (ft between cracks): High < 50'
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Utility Cuts

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.

CONCRETE RATING SHEET

Spalling of Joints

Extent (% joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

Broken Slabs

Extent (% slabs)

Severity	No Defects	Low <5%	Med 5-15%	High >15%
	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

Transverse Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

Joint Seal Damage

Extent (%joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

Faulting

Extent (Length)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

Patch Deterioration

Extent (Area)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

Corner Breaks

Extent (% of slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

Longitudinal Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

Map Cracks

Extent (Area)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9

Deficiency Ratings With Associated Remaining Service Life

Asphalt Rating Sheet

Fatigue Cracking	
Distress Rating	Remaining Service Life
0	20
1	10
2	8
3	6
4	8
5	6
6	4
7	6
8	2
9	0

Edge Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	8
8	6
9	4

Transverse Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Utility Cuts	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Longitudinal Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	8
9	6

Block Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	12
8	6
9	2

Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life
0	20
1	16
2	10
3	4

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20

Concrete Rating Sheet

Spalling	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Broken Slabs	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Transverse Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Joint Seal Damage	
Distress Rating	Remaining Service Life
0	20
1	16
2	14
3	12
4	14
5	10
6	8
7	12
8	8
9	6

Faulting	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	8
6	6
7	10
8	4
9	0

Patch Deterioration	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Corner Breaks	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Longitudinal Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Map Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	12
5	10
6	6
7	10
8	4
9	0

Deficiency Ratings With Associated Remaining Service Life

Native Primitive Improved Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED 0	POOR 1 - 2	FAIR 3 - 4	GOOD 5 - 7	EXCELLENT 8 - 10

Gravel Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

Loose Aggregate	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0